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American Railroad Journal.

New York, Saturday, September 9, 1865.

The Iron Mining Regions of New York and New Jersey.—Railroads in Progress.

In the great mineral regions which traverse the counties of Orange and Rockland, in this State, and those of Passaic, Sussex, Morris, Warren and Hunterdon, in New Jersey, many and important improvements, have lately commenced. That section is not as well known as it ought to be, and as we believe it would be, were it situated in Upper Michigan, Colorado, or Missouri; yet ores having no superiority on the globe, as respects richness and strength, abound there, it might almost be said in inexhaustible quantities. The most celebrated of these is probably the Sterling Hill mine, about nine miles north of the village of Ramapo, on the Erie Railway. That hill is half a mile in length, and rises 850 feet above a lake close by, and 1,000 feet above the tide level. It consists of little else than one vast deposit of iron ore, so rich that its yield in metal averages fully fifty per cent. After working it for a century and a half, the miners have done little more than make a few indentations in the huge mass. Levels have been

driven into the hill across the deposit to a distance of 70 feet, without any appearance of reaching the limit in that direction, any more than of touching bottom downward, at the depth of 160 feet.

About 18 months ago, this property, comprising 22,500 acres of mineral and woodlands, was sold by its former owner, Mr. Jacob Townsend of this city, to a company composed chiefly of Pennsylvanians, and known as the Sterling Mountain Railway and Mining Company. They had a route for a railroad surveyed immediately, and the work put under way. It is now so near completion that it will probably be open by the 1st of next month. One locomotive and a large number of cars have already been provided.

The road is substantially built, the design being to operate it by means of steam-power. The rail used weighs 56 lbs., to the yard. Length of road, eight miles; steepest grade, 150 feet to the mile, the descent being in favor of the passage of heavy freight. It terminates at Sterling Hill, where mining can be carried on for years in open day, by simply blasting the ore and shoveling it, as it falls, into the cars.

The company have also converted one of their two charcoal furnaces into an anthracite hot air furnace, which will be driven by a steam engine of 150 horse power. The whole works are being reconstructed and enlarged. Besides the iron made on the ground, it is also designed to transport large quantities of ore by railroad to Piermont, whence it will be shipped to Pennsylvania to mix with the soft hematite ores of that State.

From Rockaway, on the line of the Morris Canal and of the Morris and Essex Railroad, two branch railways are now in operation. The older of these is five miles long, with numerous branches, and owned by the Mount Hope Mining Co., now a part of the Lackawanna Iron and Coal Co. This road was built seven or eight years ago, to be run on the gravity principle, the grade being 100 feet to the mile for most of its length. The superstructure is light, the rail being not over 80 lbs. to the yard. The gauge is about 40 inches. The frequent repairs called for will probably justify the company in reconstructing it in a more substantial manner. Six trains conveying 250

tons of ore, pass daily over the line between Rockaway and Mount Hope. This ore is shipped by canal to Scranton, Pennsylvania.

From Rockaway another line was built and opened, about two years ago, terminating at the Hibernia mine, with a branch to the Beach Glen. The latter is owned by Messrs. Fuller, Lord, & Co., of Boonton, New Jersey; the former is leased to and operated by the Trenton Iron Co. The road is owned by stockholders in both, and conveys about the same quantity of ore as its Mount Hope neighbor. Its length is four miles. The track is substantially built, and laid with a rail weighing about 50 lbs., so that it can be operated by steam. The gauge corresponds with the Morris and Essex. At present horse-power only is used. It is understood to be sufficiently profitable.

Still another line is in progress near the western margin of Morris county and north of the canal. From Shippingport the summit level of that route, a range of hills, known as Mine Hill or Schooley's Mountain, extends north-east and south-west, containing immense and rich veins of iron ore, though sulphury in places. The most extensive as well as the purest, of these is the Ogden mine, about seven miles north-east from the head of Lake Hopatcong. That property, some time last year, passed into the hands of the Ogden Mining R. R. and Manufacturing Co., chartered by the Legislature of New Jersey, the most of its stock being held in Pennsylvania, and by persons who have an interest in the Glendon Iron Works, to which the ore will be sent.

The new company at once proceeded to make the necessary surveys for a first-class railway to their extensive property; and shortly afterwards set a body of laborers at work in grading the line. Its length will be 10 miles, terminating for the present at a point on the eastern shore of Lake Hopatcong, about half-way down the lake, where there is always a sufficient depth of water. Thence it works its way through a very rugged section of country to the mine, which is nearly 600 feet above the lake, or 1,500 above the sea. It will be laid with a 68 lb. rail, and finished in the most substantial manner, so as to be operated by steam. It is expected to be in operation by the spring of 1866. Something like 150 men and horses are

now at work, and we learn that all the means required for its completion have already been furnished. This road will transport ore for the Weldon, the Ford, the Schofield, and other mines in that neighborhood.

It is in contemplation, however, to extend this line to a point on the Morris and Essex, enabling the owners to transport ore westward during the winter season, as well as by the canal in the summer. To the northward surveys have been made across the mountains as far as the village of Franklin in Sussex county, noted for its immense deposits of zinc and franklinite, which are now worked by three or four companies. The ores or metals have now to be transported by wagon eight or ten miles, either to Andover on the Newton Branch Railroad, or Woodport at the head of Lake Hopatcong. A railroad to those mines would return its whole cost to the companies before five years.

The difficulty in descending the western slope of the mountains would be serious, the best grade being 180 feet to the mile. The company, however, would seem to be as determined as they are quiet in their movements, so that other interests threatened by it are bestirring themselves in the matter. We hear that the managers of the Sussex road have at last been aroused to the necessity of building another branch from their line at Andover, passing through the villages of Sparta, Franklin and Hamburg, and terminating at the State line near Warwick, to which point a branch of the Erie is now in successful operation. This, or the extension of the Morris and Essex, would open a new line between the Hudson at Newburgh and the Delaware at Easton, traversing one of the most beautiful and fertile valleys on the American continent.

We hear that the Morris and Essex company are also taking steps to build an independent line from Stanhope on their road, northward to Warwick, for which they have also the requisite legislative authority. It may be added that a clause in the charter of the Ogden company, empowers them to manufacture iron, as well as dig the ore. It is not improbable that in time the far seeing managers may establish blast furnaces and rolling mills among those iron hills, instead of transporting their ores to Pennsylvania and the iron back to New York for a market.

Still another work of the kind is about to be undertaken in the same range of mountains. A mine known as the "Forrest and Dean," and situated five miles from the Hudson river at Fort Montgomery, having recently passed into the hands of the Poughkeepsie Iron Company, its managers are taking steps for an immediate survey, and the construction of a railway thither. The mine is fully 600 feet above the river, with an uninterrupted descent, so that it is believed the loaded cars can descend all the way by their own gravity. At the landing trestle-work and shutes will be constructed so that the cars can discharge ore directly into the boats. The mine is unusually rich, and will probably yield 30,000 tons of ore annually, after the present year, out of which at least 12,000 tons of first-class iron can be made. The railroad is to be in operation early next year.

The work of laying the track of the railroad between Princess Anne and Salisbury, Md., has been commenced.

Tide-Water Receipts.

The quantity of flour, wheat, corn and barley, left at tide water from the commencement of navigation to the 31st ult., inclusive, during the years 1864 and 1865, was as follows:

	Flour, bbls.	Wheat, bu.	Corn, bu.	Barley, bu.
1864	556,200	9,933,300	5,537,200	166,100
1865	391,600	4,686,600	7,054,000	174,800

Dec... 164,600 5,246,700 Incl, 516,800 In. 8,700

By reducing the wheat to flour, the quantity of the latter left at tide-water this year, compared with the corresponding period last year, shows a deficiency of 1,213,940 bbls. flour.

The following comparative table shows the quantity of some of the principal articles of produce left at tide-water from the commencement of navigation to and including the 31st of August, in the years indicated:

	1863. May 1.	1864. April 30.	1865. May 1.
Canal opened—			
Flour, bbls.	725,000	556,200	391,000
Wheat, bush.	10,557,100	9,933,300	4,686,600
Corn, bush.	14,685,100	5,537,200	7,054,000
Barley, bush.	73,700	166,100	170,800
Oats, bush.	5,099,200	4,979,200	5,341,400
Rye, bush.	252,200	80,900	282,600
Malt, bush.			355,300
Beef, bbls.	9,870	5,400	7,190
Pork, bbls.	227,000	54,700	14,350
Bacon, lbs.	3,371,900	559,300	1,258,100
Butter, lbs.	73,300	20,100	52,400
Lard, lbs.	18,545,200	1,451,600	1,750,400
Cheese, lbs.	368,100	49,100	2,842,800
Wool.	58,400	233,600	341,900

Morris and Essex Railroad.

The earnings of this road for the years ending December 31, 1864, have been as follows:

From passengers	\$401,684 58
" freight	158,994 19
" mails and sundries	10,085 25
	\$570,764 03

Expenses viz:

Repairs of road, bridge, buildings, etc.	\$84,995 88
Repairs of engines & cars	80,106 45
Wood, oil and waste	88,003 17
Operating the road and transporting passengers and freight	115,455 40
Salaries and insurance	13,554 55
Government tax on receipts and dividends	16,893 84
	399,009 29

Net earnings	\$171,754 74
Interest on debt	\$37,506 08
Less interest	1,541 41
	35,964 67

Balance

Two semi-annual dividends and one semi-annual interest dividend have been made during the year, payable in cash, and amounting to \$121,440 12. The directors in their report say:

The construction of the road, from Hackettstown to Phillipsburg, contracts for which had been made at the time of our last Annual Report, will, in the opinion of the Chief Engineer, be so far completed as to bring the same into use by the 1st of October next. Additional right of way has been purchased, and a second track laid from Bergen Tunnel to Roseville, thus making a complete double track from Hoboken to Roseville. With a view to the expected requirements of the business of the company, as soon as the whole line shall be completed and in operation, there have been purchased and added to the equipment sixteen first-class Locomotives, twelve Passenger-cars and fifty-eight Freight-cars. Contracts have

also been entered into for the delivery, by October, of twelve additional locomotives, four hundred eight-wheel coal-cars and ninety eight-wheel freight-cars. An agreement has been concluded with Mr. Edwin A. Stevens, for the purchase of two tracts of land adjoining the company's original purchase at Hoboken, and exceeding it in extent. A portion of these tracts fronts on the river. The settlement for this purchase is to be by a mortgage on the same property.

This addition to the depot facilities at Hoboken, together with the expected completion of the Phillipsburgh extension by next October, and the preparations that have been made in reference to locomotives and coal-cars, lead the Board confidently to expect, that the transportation of coal over the road will be commenced during the coming fall. Of course it will not be practicable at first to transact the full complement of business, for which the line will ultimately be capacitated. The present road east of Morristown was not constructed for such an extensive and heavy transportation as the coal business must become. Hence the Board have anxiously turned their attention to a more feasible outlet for this branch of their anticipated traffic.

A late supplement to the charter authorizes the construction of a branch road from Denville to Boonton; thence through the Great Notch in First Mountain; and thence to connect with some point of the main road, east of said mountain. A survey of this route has been made and adopted, and filed in the office of the Secretary of State.

The examinations have been conducted in the most thorough manner, and the survey made with the utmost care and attention by the Chief Engineer, and reviewed and approved by an engineer of the very highest qualifications. The Board of Directors, from a full and careful consideration of the subject, have been finally led to the conclusion, that the interests of the company will be promoted by constructing this branch. It is advisable that the construction of the section from Denville to Boonton should not be delayed; and that, before the expiration of another year, the other portions of the work be prosecuted under such arrangements as to insure its early completion.

In their last annual report the board stated, that it was proposed to issue three millions five hundred thousand dollars of bonds, to meet the financial requirements of the company, in view of the improvements which were contemplated. This amount of bonds, and also the mortgage on the company's works to secure the same, have been executed; and a portion of the bonds has been issued. The bonds are seven per cent. coupons, redeemable A. D., 1914. The proceeds of those which have been already issued have been expended on the works and in the purchase of iron and rolling-stock. The proceeds of the residue are to be used for completing the extension of the road, purchasing equipments, erecting works at Hoboken, and for other improvements, contemplated for making the road a first-class through route for coal and other transportation.

The mortgage provides for an additional issue of bonds to the amount of one million and a half of dollars, should the necessities of the company require it. This margin will enable the Company to construct the Denville Branch; so that, under any reasonably favorable condition of the monetary affairs of the country, the financial arrangements of the company are adequate to the completion of all their contemplated improvements, with a full equipment for successful operation.

During the year, the capital stock has been increased \$1,884,150, and the funded debt \$824,500; and the floating debt has been reduced \$55,879 84.

The net receipts exceed those of the previous year \$68,108 88. This result may be regarded as more favorable than could be expected at this time, considering that a considerable portion of the capital has been recently invested for improvements from Hoboken to Hackettstown, in view of the increased business anticipated upon the completion of the road from Easton to New York. And, besides, the line has not yet been put into use in a manner to obtain such adequate re-

turns as may be expected when the whole is completed. In other words, much of the capital has been expended in view of the contemplated business of the Phillipsburgh extension, and not with regard to the present business of the road. The greatly increased rate of expenses, of every kind, during the past year, must also be taken into consideration. The above statement, however, shows, that the local business alone sustains the present road; and may lead us to indulge in the anticipation of a very prosperous and remunerative business, when the entire line shall be completed.

The receipts for the first five months of the current year show an increase over the corresponding period of the year 1864, of \$73,772 03.

The expenses show an increase greater than the increase of receipts, being for the same months, \$88,685 85, a result which arises from the advance of compensation to all the employees of the company, and in the cost of iron, ties, wood, and every article required in operating the road. Taxes now constitute a large item of expenditure.

The equipment of the road consists of 24 locomotives; 43 passenger, 7 baggage, and 217 freight, etc., cars. Miles run by passenger trains, 189,650; by freight trains, 60,000; by gravel and wood trains, 20,350—total 270,000. Number of passengers carried 1,032,973.

The following statement shows the financial condition of the company, December 31st, 1864:

Capital stock	\$3,041,950 00
Funded debt	1,164,500 00
Floating debt	31,200 00
Contingent fund	299,266 07
	<hr/>
	\$4,536,916 07
Cost of road and appendages	\$4,057,275 97
Capital stock N. & B. R. R. Co....	55,000 00
Wood on hand, paid for	18,800 00
Cash and cash items.....	405,840 10
	<hr/>
	\$4,536,916 07

Connecticut and Passumpsic Rivers R. R.

The receipts and expenses of this road for the years ending May 31, 1864 and 1865, have been as follows:

Receipts:	1864.	1865.
From Passengers.....	\$130,291 64	\$172,385 17
“ Freights.....	165,593 28	240,975 67
“ Mails.....	9,725 00	10,600 00
“ Express.....	2,416 67	3,000 00
“ Rents.....	852 48	1,219 50
	<hr/>	<hr/>
	\$308,850 07	\$428,180 34
Expenses, viz :		
Maintenance of road...	\$38,980 94	\$58,950 77
Motive power.....	38,081 39	83,664 73
Fuel.....	10,428 80	28,961 92
Oil and waste.....	3,258 27	4,306 59
Passenger department.	9,088 38	13,983 61
Freight department....	15,417 41	19,498 67
Loss and damage.....	2,750 70	5,323 26
Repairs of buildings..	5,928 39	5,051 70
Insurance.....	1,736 07	1,495 57
Miscellaneous expenses	15,749 83	22,453 18
	<hr/>	<hr/>
	\$441,420 18	\$243,710 10
Net balance.....	\$167,429 89	\$184,470 24

The track and road-bed are in good condition, 17,968 sleepers have been laid, 146½ tons iron re-rolled, and 2,557 rails repaired during the past year.

The increased business of the road has required a large outlay for rolling stock during the past year. Locomotive "Clyde," formerly used on gravel train, has been rebuilt and is now a first-class passenger engine, and a new freight engine is nearly completed. We have added to our rolling stock the past year, 8 box, 17 rack, and 2 baggage cars, besides thoroughly repairing and increasing the value of the cars on hand at the time of making up our last Report.

In order to keep up our equipments with the

increase of business, and to do so economically, an addition to our machine shop at St. Johnsbury of some sixty feet has been erected, and a larger engine procured for motive power; additions have also been made to car houses.

The gross amount of earnings shows a satisfactory increase of business in freight and passengers over any previous year, but the expenses have increased in a greater proportion, owing to the unprecedented high prices of supplies and labor, leaving a net increase of \$17,040 35 over the year previous.

During the year \$64,000 has been paid for interest on Bonds and to Trustees of the Sinking Fund; also two dividends of three dollars each, per share, on the Preferred Stock, amounting to \$95,508 68, including tax on same to government of \$4,774 68—also \$5,341 for interest on notes.

Two thousand two hundred and eighty-nine shares of old stock have been preferred, agreeably to a vote of the stockholders at the last annual meeting.

The inflated prices of all articles used in railway construction, have prevented any progress being made to give us a connection with Canadian roads, but we may reasonably hope that with a return to something near a specie basis and the prospect that the stock will be remunerative, that sufficient encouragement from capitalists and parties in interest will be given, to go forward and complete the enterprise.


The equipment of the road consists of: 9 locomotives, 8 passenger, 6 baggage and mail, 1 drovers', 110 box, 42 rack, 62 platform, 13 coal, 10 gravel, 26 hand, and 10 wood cars, valued at \$170,765. Value of materials on hand, \$98,131 13. Miles run by locomotives, 164,794. Passengers carried, 110,275; do. carried one mile, 3,650,854.


TRIAL BALANCE, *July 15, 1865.*

Construction	\$2,880,277	39
Wood lots	5,291	14
Supt., materials, &c., on hand, including sundry accounts unsettled	129,205	34
Agent for construction	5,044	22
Agent for collections	3,204	39
Team account	963	00
Notes receivable	5,243	00
Excise tax	241	23
Cash	3,996	66
	\$3,033,466	36
Preferred stock	1,514,300	00
Old stock	163,700	00
Special stock	1,600	00
Bonded debt	638,500	00
Preferred stock reserve	129,901	87
Extension	292,614	00
Notes payable	94,000	00
Partial pay'ts on acc't subscription	10,522	23
Coupons and interest uncalled for	2,766	00
Contingent	24,852	56
Reserve	64,000	00
Trustees of sinking fund	33,500	00
United States	2,390	47
Interest	3,619	64
Earnings	57,199	59
	\$3,033,466	36

President.—HENRY KEYES.

Treasurer.—N. P. LOVERING.

 The Liverpool *Post* of 26th ult., says: Sir Morton Peto, Mr. James McHenry, Mr. Brassey, jr., and a party of friends leave by the Scotia, to-day for America. It is their intention to visit the oil wells and inspect the works for the International Bridge which is to connect the American and Canadian lines of railway. Sir Morton Peto has taken the contract for its construction."

 The Mississippi Central Railroad will be completed and in running order by the 1st of October.

Interest and Dividends.

The Chemung Railroad Company will pay on demand, at Treasurer's office, No. 9 Broad street, a quarterly dividend of two per cent. free of tax.

The Bay de Noquet and Marquette Railroad Company of Michigan announce a dividend of 3½ per cent., payable at the office of Jos. F. Greenough, 10 Railroad Exchange, Boston.

The Lykens Valley Railroad and Coal Company have declared a dividend of four and one-half per cent., free of Government tax, payable on the 12th instant.

Railroads in South Carolina.

A correspondent of the *Herald* writing from Hilton Head, S. C., August 25th, says that Hilton Head will soon lose its commercial importance, unless one of the several railroad schemes now under consideration, is carried out. There are two principal projects—one for a road from St. Helena, on the opposite side of the harbor, to connect with the Savannah and Charleston road, which would make Hilton Head a sort of suburb of the new city; and the other for a road from this island across Skull creek, and the Savannah and Charleston road, to the Georgia Central road. Both parties are laboring for the roads in which they are respectfully interested very earnestly. Joseph H. Sears, Esq., of the *New South*—one of the oldest and most prominent citizens—is one of the principal workers for the Hilton Head line, and is confident of success. It is estimated that \$400,000 will be all the capital required and claimed; that investments will soon prove of almost unprecedented profit. Whether either road is built remains yet to be seen.

Freights and Tolls on Coal.

The freights and tolls on the Philadelphia and Reading railroad were increased 50 cents a ton on the 1st instant. The rates are now as follows:

To Pt. Richmond, Phila.			
From Port Carbon	\$3 08	\$3 18	
" Mount Carbon	3 07	3 17	
" Schuylkill Haven.....	3 00	3 10	
" Auburn	2 90	3 00	
" Port Clinton.....	2 85	2 95	

The tolls and freights by canal have been advanced 45 cents a ton—30 cents toll and 15 cents on freights—which would make freights and tolls as follows from Port Carbon :

90	Tolls from Port Carbon to Philadelphia.....	\$1 63
93	Freights " " " " " " " " " " " "	1 35
90	Freights " " " " " " " " " " " "	2 75
96	From Schuylkill Haven the tolls and freights	
96	are 8 cents a ton less than from Port Carbon, and	
97	18 or 20 cents a ton less from Port Clinton.	

Central Pacific Railroad.

A dispatch from San Francisco dated August 29th, says: "The Central Pacific Railroad Company has purchased a controlling interest in the Valley Railroad, extending from Sacramento City to Folsom, thereby securing the central route between Sacramento and Washoe, *via* Placerville, and retaining also possession of their original route to Washoe *via* Dutch Flat. This has been followed by the consolidation of the two stage companies hitherto using both routes over the mountains, and their concentration on the Dutch Flat route. This movement greatly strengthens the Pacific Railroad Company by destroying all opposition, enabling it to charge much higher rates for passage and freight, as will make the completed portion of their road pay handsomely."

Albany and Susquehanna Railroad.

By the recent extension of this road its whole traversable length is now 82 miles, leaving 58 to be finished. The part opened is that between Cobleskill and Oneonta, running through Schoharie and Otsego Counties, and a beautiful, productive and picturesque country. On Tuesday, 29th ult., the opening to Oneonta was duly celebrated. A fine train of new cars started from Albany well filled with persons of note; among whom were the principal State officers. At all the principal stations the party was received with due honor, and at the last mentioned place a sumptuous collation was provided, at which appropriate addresses were made. The following were the remarks of Mr. Ramsey, the President, under whose direction the road has been constructed:

In reaching Oneonta it might truthfully be said we had penetrated the "Sequestered Region." Nearly 82 of the 140 miles between, are now completed and in operation through a portion of Alban., Schenectady, Schoharie and Otsego counties. Thirty-seven miles of the track has been laid from Cobleskill to this place since the first of May last. Most of the grading has been done for the next twenty miles to Unadilla, to which point we hope to extend the track by winter. Considerable work has been done beyond that, with the "right of way" secured the entire distance to Binghamton. There is no place of more interest to the enterprise than Oneonta. It was here the first meeting was held that has resulted, thus far at least, in opening this secluded section, and placing it upon a level, to a considerable extent, with other and more favored portions of the State. It was here, in the spring of 1851, that E. C. Delavan and Robert H. Pruyn, of Albany, with Charles Courter and John Westover, of Schoharie, George W. Chase, Jared Goodyear, E. R. Ford, A. B. Watson, of Otsego, and other enterprising citizens, met and formed a nucleus of what has since been known as the Albany and Susquehanna Railroad Company.

Enterprises of this character usually have their trials and vicissitudes; but this seems to have had more than its full share. No one can estimate the labor and toil that had to be gone through with in carrying it forward, except those who have participated in it. In the first place over one million dollars, individual subscriptions to the stock, were obtained in comparatively small amounts; of which, be it said to her credit, Otsego county contributed more, in proportion, than any other part of the line. After this, Albany came forward nobly, and, in addition to a liberal stock subscription, proposed to loan the company one million of her bonds, upon substantially the same terms she had before that made a loan to the Boston road; with this basis, and the bonds of the company, it was supposed, as other roads had before then been constructed, the road could be built. The work was accordingly let and commenced in the fall of 1853. It was continued up to the spring of 1854, when the revision came which not only suspended the further prosecution of this work, but almost every other in progress in the country; then came the reaction and the question was settled; the road could not be built without an increase of the stock basis.

It was, at this crisis, determined to increase the stock by town subscriptions. An act of the Legislature was obtained authorizing it, under which about one million was added to the stock, including the Binghamton subscription of fifty thousand. Work was again resumed in the fall of 1858, and has been continued up to the present time.

Mr. Ramsey then referred to the several applications for State aid, and the four several bills passed by the Legislature for that purpose, which were vetoed by Gov. Morgan—to the fifth and last bill passed granting State aid to the enterprise, which, to his honor be it said, received the signature of Gov. Seymour. He referred in com-

plimentary terms to the services of E. C. Delavan, E. P. Prentice and Richard Franchot, the former Presidents of the company, and the great labor and sacrifices of several of the Directors and other friends of the enterprise in securing its success thus far, and that he hoped before many months to congratulate them upon the final completion of the road to Binghamton.

The National Debt.

The following is the detailed official statement of the public debt, just issued by Hon. Hugh McCulloch, Secretary of the Treasury:

Authorizing Acts.	Character of Issue.	Rate of Interest.	Amount Outstanding.	When Redeemable or Payable.	Interest.	When Payable.
January 28, 1847.....	Bonds.....	6 per cent.	\$9,415,250 00	Payable after Dec. 31, 1867.....	\$364,915 00	Jan. and July.
March 31, 1848.....	Bonds.....	6 per cent.	8,908,341 80	Payable after 20 years from Jan. 1, 1848.	534,500 00	Jan. and July.
June 14, 1858.....	Bonds.....	5 per cent.	20,000,000 00	Payable after 15 years from Jan. 1, 1859.	1,000,000 00	Jan. and July.
June 22, 1860.....	Bonds.....	7,022,000 00	7,022,000 00	Payable after 10 years from Jan. 1, 1861.	351,100 00	Jan. and July.
February 8, 1861.....	Bonds.....	6 per cent.	18,415,000 00	Payable after Dec. 31, 1880.....	1,104,900 00	Jan. and July.
July 17 and Aug. 5, 1861.	Bonds.....	6 per cent.	50,000,000 00	Payable at pleasure of Government after 20 years from June 30, 1861.....	3,000,000 00	Jan. and July.
July 17 and Aug. 5, 1861.	Bonds exchanged for 7 3-10	6 per cent.	139,194,000 00	Payable at pleasure of Government after 20 years from June 30, 1861.....	8,351,540 00	Jan. and July.
Feb. 25, 1862.....	Bonds, 5-20s.....	6 per cent.	514,780,500 00	Redeemable after 5 and payable 20 years from May 1, 1862.....	30,886,830 00	May and Nov.
June 30, 1864.....	Bonds, 5-20s.....	6 per cent.	91,789,000 00	Redeemable after 5 and payable 20 years from November 1, 1864.....	5,507,340 00	May and Nov.
March 3, 1864.....	Bonds, 10-40s.....	5 per cent.	172,770,100 00	Redeemable after 10 and payable 40 years from March 1, 1864.....	8,938,505 00	Mar. and Sept.
March 2, 1861.....	Bonds, Oregon War.....	6 per cent.	1,016,000 00	Redeemable 20 years from July 1, 1861.	60,950 00	Jan. and July.
March 3, 1863.....	Bonds.....	6 per cent.	75,000,000 00	Payable after June 30, 1881.....	4,500,000 00	Jan. and July.
Aggregate of debt bearing coin interest.....			\$1,108,310,191 80	Coin interest.....		
Aggregate of debt bearing lawful money interest.....			\$1,274,478,103 16	Aggregate lawful money interest.....		

Authorizing Acts.	Character of Issue.	Rate of Interest.	Amount Outstanding.	When Redeemable or Payable.	Interest.	When Payable.
July 1, 1862, and July 2, 1864.	Bonds, Central Pacific R. R. Co.....	6 per cent.	\$1,258,000 00	Payable after Jan. 16, 1895.....	\$75,480 00	Jan. 16 and July 16.
July 11, 1862.....	Temporary loan.....	4 per cent.	618,127 98	Ten days' notice after thirty days.	24,725 11	
July 11, 1862.....	Temporary loan.....	5 per cent.	35,429,397 65	Ten days' notice after thirty days.	1,771,469 88	
July 11, 1862.....	Temporary loan.....	6 per cent.	71,101,187 58	Ten days' notice after thirty days.	4,266,071 25	
March 1, 1862.....	Certificates of indebtedness.....	6 per cent.	85,039,000 00	One year from date.....	5,105,580 00	One year from date.
March 3, 1863.....	One and two years' notes.....	5 per cent.	\$211,000,000 00	.....	.....	One year from date.
Less withdrawn and destroyed or ready to be destroyed.....	.....	.....	177,045,770 00	.....	.....	.....
March 3, 1863.....	3 years' compound interest notes.....	6 per cent.	15,000,000 00	.....	1,697,711 50	.....
June 30, 1864.....	3 years' compound interest notes.....	6 per cent.	202,024,160 00	.....	.....	At maturity.....
June 30, 1864.....	3 years' Treasury notes.....	7 3-10.....	234,400,000 00	Three years from date.....	.....	.....
March 3, 1865.....	3 years' Treasury notes.....	7 3-10.....	55,600,000 00	Three years from date.....	.....	.....
March 3, 1865.....	3 years' Treasury notes.....	7 3-10.....	300,000,000 00	Three years from date.....	21,900,000 00	Aug. 15 and Feb. 15.
March 3, 1865.....	3 years' Treasury notes.....	7 3-10.....	300,000,000 00	Three years from date.....	21,900,000 00	June 15 and Dec. 15.
March 3, 1865.....	3 years' Treasury notes.....	7 3-10.....	230,000,000 00	Three years from date.....	16,790,000 00	July 15 and Jan. 15.
Aggregate of debt bearing lawful money interest.....			\$1,274,478,103 16	Aggregate lawful money interest.....		

DEBT ON WHICH INTEREST HAS CEASED.		
Authorizing Acts.	Character of Issues.	Amount Outstanding.
Sept. 9, 1860.	B'ds, Texas Indemn'y	\$839,000 00
July 17, 1861.	Notes, three years...	334,450 00
April 15, 1862	Bonds	208,808 45
Prior to 1857.	Treasury notes	104,511 64
Dec. 23, 1857.	Treasury notes	8,800 00
Dec. 17, 1860.	Treasury notes	600 00
Mar. 2, 1861.	Treasury notes	5,650 00
July 11, 1862.	Temp'ry loan coin.	1,200 00

Ag. of debt on which int. has ceased \$1,503,020 09

DEBT BEARING NO INTEREST.

Authorizing Acts.	Amount Outstanding.
July 17, Aug. 5, 1861, and Feb. 12, 1862, U. S. notes	\$60,000,000 00
Less amount withdrawn	59,597,082 00

Amount outstanding	402,968 00
Feb. 25, July 11, 1862, and Jan. 17, 1863, U. S. notes	399,597,082 00

Total	\$400,000,000 00
Issued in redemption of temporary loan, U. S. notes	49,300,202 00
Less amount withdrawn	16,139,633 00

Balance	\$33,160,569 00
July 17, 1862, fractional currency	9,369,408 66
Mar. 3, 1863, fractional currency.	16,975,333 85

Total fractional	26,344,742 51
Total	\$459,505,311 51
Suspended requisitions	2,111,000 00

Total	\$461,616,311 51
Amount in Treasury, coin	45,435,771 14
Amount in Treasury, currency...	42,782,283 99

Total	\$88,218,055 13
Aggregate of debt not bearing int.	\$373,398,256 38

RECAPITULATION.

Amt. Outstanding.	Interest.
Debt bearing interest in coin \$1,108,310,191 80	\$64,500,590 50
Debt bearing interest in lawful money .. 1,274,478,103 16	73,531,037 74
Debt on which int. has ceas'd 1,503,020 09	.....
Debt bearing no interest .....	.....
373,398,256 38	.....

Total ..\$2,757,689,571 43 \$138,031,028 24

LEGAL TENDER NOTES IN CIRCULATION.

One and two years' 5 per cent. notes.	\$33,954,230
United States notes, old issue	402,968
United States notes, new issue	432,757,601
Compound int. notes, Act of March 3, 1863	15,000,000
Compound int. notes, Act of June 30, 1864	202,024,160

Total

The foregoing is a correct statement of the public debt, as appears from the books, Treasurer's returns and requisitions in the department on the 31st of August, 1865. HUGH McCULLOCH, Secretary of the Treasury.

The Board of Public Works of Chicago has let the contract of building a tunnel under the river at Washington street, in that city, and the work will be commenced forthwith. The tunnel is to be 1,450 feet long. The estimated cost is \$200,000.

The passage of a boat through the Suez Canal and the alleged opening of the canal prove to be a very small affair. It is asserted that, so far from being open, the canal will not be open for three years at least, and the question will then arise how it can be made available for large ships.

California and Columbia River R. R. Co.

We received some time since from a gentleman of high standing in Oregon, a letter on the subject of the California and Columbia River Railroad, and a map showing the route. As we take a deep interest in all such works of internal improvement, and wish great success to their promoters, we give an abstract of the statements contained in that communication, remarking that the project seeks support in the Eastern States, and the personal assistance especially, of our enterprising capitalists in this city.

The Oregon Railroads are as yet in their infancy, none having been actually undertaken through any portion of the State. The company whose title is at the head of this notice, was organized about a year and a half ago for the purpose of presenting its claims to Congress in connection with a similar enterprise in California, the effect of which would be to extend the Pacific Railroad northward through Oregon to the Columbia River and Puget Sound. Col. Barry has fully surveyed the route and made a full report on the subject, of which we gave an abstract some months ago. The line on the map shows a connection with California at the Siskeyou mountains, and runs north parallel to the coast through the 9th standard into the 3d, to Eugene City, and from thence North in nearly a straight line to (at or near) St. Helens on the Columbia, a short distance from its mouth which is its contemplated terminus. Portland, recently described so glowingly by Mr. Colfax, enjoys the present trade of the Willamette Valley. This town is situated on a narrow river bottom on the Willamette River, about 12 miles from the Columbia River, and 115 from its mouth, containing about 4,000 inhabitants. The navigation is much impeded by the sand bars in the summer and by ice in winter, and the navigation is only adapted to vessels of light draught. Those of more capacity have to lighten 12 miles from the Columbia, and employ small steamers and sailing craft, which causes an expense of about \$6,000 per month, and the damage to freight is also found to be considerable under these circumstances. It is also said that the work of the mines on the streams emptying into the Columbia is forming a serious obstruction to the navigation, particularly at the mouth of the Willamette. Besides this continually increasing bar, others quite as serious exist, and vessels have sometimes to entirely discharge their cargoes to get afloat. Portland is also surrounded by mountains, and has no back country to support it. At present it is sustained chiefly through the business of the farmers of Willamette Valley, who have to haul their produce and supplies over distances of 20 to 115 miles; and Portland being their shortest distance, they have been compelled to traffic there. But now the question is whether the old wagon route or a railway shall prevail; and the farmers, escaping the charges for lighterage, shall also escape monopolies and enjoy the fruits of their industry. The terminus of this railroad, if it be at Portland, it is contended, will not aid them in this particular; and in consequence two schemes are being agitated, one to make Portland the terminus of the Willamette Valley road, and the other St. Helens further down, thus avoiding all the present obstructions, and being accessible to ocean steamers. This last mentioned plan is

being agitated to procure a connection with the line connecting California and Oregon.

Neither will, however, be probably attempted for some time to come without assistance; and will be compelled to seek the aid of Eastern capital. The writer of this communication disavows all personal interest in the project, but prefers the route of the Columbia and Willamette Valley Railroad from Eugene to St. Helens, for which object an organization has already taken place which has made considerable progress. Its assets are subscriptions by the farmers—principally, about \$500,000, payable in 2 or 3 years, half a dozen good town sites, including the one on Columbia river of the value of \$1,000,000, and 500,000 acres of valuable and productive land, worth even now \$1 per acre, to be trebled in value by the making of the road. A transportation company on the Columbia River is expected to add to these resources a million more. It is argued then with much force, that in the hands of a good company and proper management, the road should be able to borrow on its bonds bearing interest in gold all it needs. The road will be only 130 miles in length, and will cost when completed about \$4,500,000. Upon this statement the enterprise appears to be not only a paying one, but likely to prove very valuable, and as such we commend it to the notice of those enterprising men who look for investments of this kind.

The map and statements are at their service.

Winona and St. Peter Railroad.

We are enabled to state, on what may be considered reliable authority, that the iron necessary to compete the Winona and St. Peter Railroad from Rochester to Mantorville has been purchased, and that orders have been received here from the President of the company in New York, to commence track laying beyond Rochester at the earliest practicable moment after the arrival of the iron, which is now on the way to this place.

The extension of the road to Mantorville, distant from Winona about 68 miles, will open a home market to large portions of the fertile counties of Dodge, Waseca, Steele, Goodhue, Rice, Freeborn, and even Blue Earth, such as they have never had hitherto, and will consequently lighten the labor of their inhabitants as well as add to their wealth.

The road, we may reasonably expect, will be completed to the point named by the 1st of November, if not before. This will be in time for the greater portion of this year's crops, which are extraordinarily heavy and of the best quality.—Winona Republican.

Winchester and Potomac Railroad.

The Government is still running this road from Harper's Ferry to Stephenson's Depot, in a greatly improved condition over former times, having renewed the track with heavy rails in place of the flat ones. There is a probability that the road will eventually go into the hands of the Baltimore and Ohio Railroad Company, and will be continued to Winchester, its former terminus, and perhaps extended to Strasburg.

The Seaboard and Roanoke Railroad, extending from Portsmouth, Va., to Weldon, N. C., 80 miles, will be in running order in a few days. A large gang of workmen is employed putting the road in order, and all the needed rolling stock is on hand.

The dummy engine experiment has now been tried a year in Chicago, and is pronounced successful.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.					COPPER STOCKS.					IRON, COAL, ETC., STOCKS.					GOLD, SILVER, ETC., STOCKS.				
COMPANIES.					COMPANIES.					COMPANIES.					COMPANIES.				
		Par Value	Paid on	Market		Number	Par Value	Paid on	Market		Number	Par Value	Paid on	Market		Number	Par Value	Paid on	Market
		of Shares	Shares.	price pab.		of Shares	of Shares.	Shares.	price pab.		of Shares	of Shares.	Shares.	price pab.		of Shares	of Shares.	Shares.	price pab.
COPPER:					COPPER:					IRON:					GOLD, SILVER, AND QUICKSILVER:				
Acton.....Ca.	200,000	8	100		Jefferson.....L. S.	20,000				Copake.....N. Y.	50,000	50		14	Atina (G.).....Col.	50,000	10		
Acton Vale.....Ca.	50,000	8	50		Keweenaw....." "	20,000			4	East River....." "	6,000	50		118	Acadia (G.).....N. S.	100,000	3		
Adventure.....L. S.	20,000				Kickapoo....." "	20,000		1		George's Ck C. & I.Md.	10,000	100			Albion (G.)....." "	100,000	3		
Albany and Boston....." "	20,000	20	20		King Phillip....." "	20,000		2		Harewood....." "	20,000	5			Alpine (G.).....Col.	150,000	10		
Algoma....." "	20,000				Knowlton....." "	20,000		1	6	Kahtadin.....Me.	3,000	100			Alps (G.)....." "	100,000	5		
Alliance.....Ca.	200,000	24			Lafayette.....Ca.	200,000		1		Lake Superior.....L. S.	20,000	25			American....." "	200,000	2		
Allouez.....L. S.	20,000		1	3	Lake....." "	200,000		1	14c	Massachusetts....." "	25,000	1			Am. & Mex. (S.) N. M.				
American.....Ca.	200,000	24			Lawrence.....L. S.	20,000				Mount Pleasant.....Pa.	10,000	50			Am. Pioneer.....A. T.				
Amygdaloid.....L. S.	20,000		25		Lennoxville.....Ca.	100,000		5	50c	Teal Lake.....L. S.					Arizona (Silver)....." "				
Annapolis.....Md.	50,000	10			Logan....." "	100,000		2	24	Tyson....." "	20,000	10			Atlantic (G.).....N. S.	100,000	2		2
Aracuna.....Ariz. T.	10,000	10			Lyster....." "	200,000		3		LEAD AND ZINC:					At. & Pac. (G. & S.) Nev.	50,000	10		33
Ascor.....Ca.	20,000	20			Madison.....L. S.	20,000		1	2	Amenia.....N. Y.	100,000	5			Bay State (G.).....Col.	200,000	5		
Astor.....L. S.	20,000		1	64	Malden....." "	20,000				Bucks County.....Pa.					Beacon (G.).....N. S.	200,000	2		
Atlas....." "	20,000		1	44	Mandan....." "	20,000		24	45c	Canada.....Ca.	50,000	5			Benton (G.).....Col.	100,000	5		
Aztec....." "	20,000		1	4	Manhattan....." "	20,000				Clute....." "					Black Hawk (G.)....." "	50,000	100		
Balt. and N. C.....N. C.	20,000	5	35c		Marquette....." "	20,000				Crystal Lake....." "					Boston (G.)....." "	10,000	50		
Bare Hill....." "	20,000				Maryland.....Md.		5		65c	Gay's River....." "	100,000	2			Briggs (G.)....." "	10,000	100		
Bay State.....L. S.	20,000		34	124	Mass.....L. S.	20,000				Hampton....." "	100,000	5			Bullion (G.)....." "	200,000	25		
Beaver....." "	20,000				Massachusetts....." "	20,000				Keystone.....Pa.					Burroughs (G.)....." "	100,000	10		
Bedford.....Ca.	125,000	54		50c	Mendota....." "	20,000				Lancaster....." "					Canadian (G.).....Ca.	200,000	2		50c
Black River....." "	200,000	24			Merrimac....." "	20,000		10c		Macomb.....N. Y.	100,000	5			Central (G.).....Col.	50,000	20		174
Bohemian.....L. S.	20,000		74	104	Metcor....." "	20,000				Mineral Point....." "	100,000	5			Chaudiere (G.).....Ca.	100,000	5		90c
Bolton.....Ca.	200,000	5			Meunard....." "	20,000		54		Mount Hope.....N. Y.	80,000	5	24		Chebueto.....N. S.	100,000	5		65c
Boston.....L. S.	20,000		5*	14	Michigan....." "	20,000				National....." "	200,000	1			Chelonia (G.).....Ca.	100,000	24		25c
B. and Corinth.....Vt.	20,000	10			Middlesex....." "	20,000				New Jersey.....N. J.	12,000	100		110	Colorado (G.).....Col.	50,000	10		1
Brooklyn.....L. S.	20,000		2		Minnesota.....L. S.	20,000		34		N. Y. & Boston.....N. Y.	100,000	5	24		Consol. Gregg (G.) Col.	50,000	100		25
Brome.....Ca.	100,000	5			Missisquoi.....Ca.	150,000		2		Oswegatchie.....Ca.	100,000	5			Copalsine (G.)....." "	200,000	20		
Cabot.....L. S.	20,000				Montezuma.....N. Mex.	300,000		6		Placentia Bay.....N. F.					Corisannie (G.)....." "	100,000	10		6
Caledonia....." "	20,000		6		Morrison.....L. S.	20,000				Ramsay.....Ca.	20,000	25			Corydon (G.)....." "	100,000	25		1
Cambridge....." "	20,000		20c		Nashua....." "	20,000				Rossie....." "	100,000	5			Day & Bushnell (G.) C.	300,000	10		124
Canada.....Vt.	100,000	4	90c		National....." "	20,000		34	21	Shawangunk.....N. Y.	100,000	5		40c	Denver (G.).....Ca.	50,000	20		15
Carp Lake.....L. S.	20,000				Native....." "	20,000		3	1	Sussex.....N. J.				57c	Dorset (G.)....." "	170,000	5		
Casado....." "	20,000				Naumkeag....." "	20,000		1	3	Union....." "	100,000	5		57c	El Dorado (G.).....Nev.	100,000	5		
Central....." "	20,000		40		Nelson.....Ca.	200,000		1	10c	Walkill.....N. Y.					Empire (S.)....." "				
Champlain.....Ca.	200,000	14			Nequaket.....L. S.	20,000		1	2	COAL & ANTHRACITE:					Eureka (G.).....Cal.	30,000			
Chatham....." "	200,000		2		Nevada (Silver)....." "	20,000				American.....Pa.	37,500	25		65	Excelsior (G.).....Col.	30,000	10		14
Chaudiere....." "	100,000		1	50c	New England....." "	20,000		2	75c	Ashburton.....Pa.	50,000	50		10	Frankfort (G.)....." "	100,000	2		
Chester....." "	200,000		1	12c	New York.....Ca.	200,000		1		Atlantic & G. C.....Md.					Garrison's (G.).....Col.	100,000	5		
Chetleamp....." "	30,000		14		N. Y. & Passaic.....N. J.	100,000		5		Baltimore....." "		100			Gilbert River (G.).....Ca.	100,000	5		1
Chippewa.....L. S.	20,000				North Cliff.....L. S.	20,000		4	1	Bear Valley....." "	40,000	124		16	Gilpin (G.).....Col.	100,000	5		14
Cleveland.....Ca.	100,000	6			North Silver Lake....." "	20,000				Beaver Meadow.....Pa.	100,000	50		54	Gold....." "	100,000	5		34
Cliff.....L. S.	20,000				North State....." "	20,000		3	25c	Belmont....." "	10,000	50		5	Gold Field....." "	50,000	10		
Clifton....." "	20,000				North Sutton.....Ca.	100,000		5		Big Mountain.....N. S.	8,000	25			Gold Hill....." "	50,000	10		
Collin....." "	20,000		44	9	North Western.....L. S.	20,000		74	32	Boston & Pictou....." "	100,000	5			Gold River....." "	100,000	3		
Columbian....." "	20,000		5c		Norwich....." "	20,000				Bridgeport.....Pa.	30,000	10			Gould & Curry (G. & S.) N.				
Consolidated....." "	20,000		244	234	Ogima....." "	20,000				Broad Mountain....." "	30,000	10			Gunnell (G.).....Col.	300,000	10		14
Copper Falls....." "	20,000		1		Ontonagon....." "	20,000		2		Butler....." "					Halfax (G.).....N. S.	200,000	2		50c
Copper Harbor....." "	20,000		1		Ottawa.....Ca.	200,000		1	23c	Cape Briton.....N. S.	200,000	24			Harmon (G. & S.) Nev.				
Copper Hill....." "	200,000	10			Pacific.....L. S.	20,000				Carbondale.....Pa.					Holman (G.)....." "	150,000	2		
Coppers Hill....." "	50,000	10			Pennsylvania....." "	20,000		25	24	Central....." "					Hope (G.)....." "	80,000	25	10	70
Cornwall.....Vt.	100,000	2		25c	Petherick....." "	20,000		24	10	Clinton....." "					Isaac's Harbor (G.) N. S.	100,000	5		55c
Dacotah.....L. S.	20,000		34	14	Pewabic....." "	20,000		15	24	Coal Brook....." "	4,000	50		73c	Isabella (G.).....Col.				
Dana....." "	20,000		5	10c	Phila. & Boston....." "	20,000		15	2	Continental....." "	10,000	50		43c	Kennebec (G.).....Ca.	100,000	5		
Deep River.....N. C.	20,000				Phoenix....." "	20,000				Cumberland (pref.) Md.	50,000	100			Kent (G.).....N. S.	200,000	1		
Delaware.....L. S.	20,000		1	44	Pittsburg & Boston....." "	20,000		54	52	Daniel Webster....." "	5,000	100			Lake (G.).....Col.				
Derby....." "	20,000		6	7	Pontiac....." "	20,000		34	14	East Mahanoy.....Pa.					Lake Major.....N. S.	12,000	50		
Devon....." "	20,000				Prince of Wales.....Ca.	200,000				Everhart....." "	20,000	25			Libertad (G. & S.) Mex.				
Dorchester....." "	20,000				Providence.....L. S.	20,000				Franklin.....Pa.	5,000	100			Manhattan (G.).....Col.	100,000	10		
Douglas....." "	20,000		1	34	Quincy....." "	20,000		10	50c	Fulton....." "	80,000	5			Mariposa (G.).....Cal.	100,000	100		124
Dover....." "	200,000				Reid Hill.....Ca.	200,000		1		Gilbertson....." "	5,000	100			Massachusetts (G.).....Ca.	500,000	5		50c
Dudley.....L. S.	20,000		2	25c	Reliance.....L. S.	20,000				George's Creek.....Pa.	10,000			1024	Mex. Pac. (G. & S.) Mex.	100,000	100		
Dunham.....Ca.	200,000				Richford.....L. S.	60,000		5		Grand Tunnel....." "	4,000	100			Montague (G.).....N. S.	50,000	10		
Durham....." "	200,000		34	3	Ridge.....L. S.	20,000				Green Mountain.....Pa.					Montana (G.).....Col.	100,000	5		14
Eagle River.....L. S.	20,000				Rockland....." "	20,000		5	34	Hampton & Balt.....Md.	32,300	50			Montezuma (G. & S.) N. J.	100,000	5		
El Dorado (Silver)....." "	20,000				Roscoe.....Ca.	200,000		1		Hazleton....." "					Mt. Alpine (G.).....Col.	250,000	5		
Escot.....Ca.	25,000	20			Rudisell.....L. S.	20,000				Henry Clay....." "	3,000	100							

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [----] "not ascertained."

Fiscal year ending.	Completed: equi- val't in single yr.	Length. m.	In progress or projected	Equip- ment.			Car- a.	Companies.	Cost of Road and Equipment.	Indebted- ness.			Earnings.		Dividends on paid capital.	Par Value.	Market Price.	Description.	Amount out- standing.	Rate.	Pay- able.	Principal payable.	Market Price.	
				Horses.	2-horse.	1-horse.				Bonded Debt.	Floating Debt.	Gross.	Nett.											
No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.		
MASSACHUSETTS.																								
30 Nov. '64	3.36								110,000	110,000			8,800	7,400	6	41	Broadway (Brooklyn):							
30 Nov. '64	4.52								256,257	250,000			20,482	129,615	15,895	55	Real Estate Mortgage	27,500	7	J. & J.	1884			
30 Nov. '64	27.43								734,671	727,800	150,000		94	(Union Co.)	9	94	Broadway & 7th Avenue:							
30 Nov. '64		7.5								41,000							1st Mortgage	200,000	7	J. & J.	1883			
30 Nov. '64	1.41								18,742	12,000			6,660	(Metro pol'n)	6	46	Brooklyn, Bath & Coney Is'd	70,000	7	J. & J.	1883			
30 Nov. '64	2.80								43,894	40,129			3,550	11,062	766		Brooklyn Centr. & Jamaica:	304,250	7	J. & J.	1870			
30 Nov. '64	11.75								254,611	200,000	50,000		18,105	129,927	12,197	8	1st Mortgage	170,000	7	J. & J.	1872			
30 Nov. '64	3.41								60,246	200,000	73,100		66,222	30,907			Brooklyn City & Newtown:	200,000	7	J. & J.	1872			
30 Nov. '64	2.97								35,000	23,000	11,000			(Middl exes)	6	25	Brooklyn City & Ridgewood:	20,000	7	J. & J.	1884			
30 Nov. '64	31.85								1,420,141	1,176,075			218,487	580,043	49,981	6	Cambridge:	150,000	6	J. & J.	1881	99		
30 Nov. '64	6.84								488,945	400,000	31,000		104,617	170,235			1st Mortgage	550,000	7	J. & J.	1874			
30 Nov. '64	6.09								135,243	71,600	55,533		31,533	28,519	1,369		Central Park, East & North River:	57,900	7	J. & J.	1870			
30 Nov. '64	6.75								173,950	160,000			25,900	37,017			1st Mortgage	25,000	6	J. & J.	1871			
30 Nov. '64	2.03								50,000	50,000				(Middl exes)	5	20	Citizens' (Pittsburg)	67,900	7	J. & J.	1870			
30 Nov. '64	2.50								35,300	32,900							1st Mortgage	25,000	6	J. & J.	1871			
30 Nov. '64	6.00								56,500	5,000				(Middl exes)			Cliftondale:	113,000	7	J. & J.	1873			
30 Nov. '64	1.53								241,441	160,000	20,000		144,316	278,428			1st Mortgage							
30 Nov. '64	2.25								13,900	13,600			939	21,389			Coney Island and Brooklyn:							
30 Nov. '64	11.60								62,154	60,000							1st Mortgage							
									86,657	75,900			53,668	25,453										
CONNECTICUT.																								
31 Jan. '64	3.0								100,000	100,000							Delaware County:	6,500	7					
31 Dec. '62	8.5								300,000	300,000							1st Mortgage							
NEW YORK.																								
30 Sep. '64	10.76								237,139	200,000	27,500		5,782	67,594	18,296	6	100	Forty-second street:	127,150	7	J. & J.	1873		
30 Sep. '64	14.33								3,283,245	2,100,000	1,200,000		75,000	95,551	18,995		100	1st Mortgage	127,150	7	J. & J.	1873		
30 Sep. '64	7.00								120,388	99,850	76,000		44,000	15,831	2,942		100	Real Estate	134,500	7	J. & J.			
30 Sep. '64	24.00								897,646	492,150	400,000		55,291	173,827	8,686	9	100	Frankford and Southwark:						
30 Sep. '64	56.18								1,330,717	1,000,000	170,000		15,000	694,333	77,142	8	100	1st Mortgage	200,000	7	J. & J.	1869	107	
30 Sep. '64	11.75								531,784	366,000	200,000		19,144	82,049	4,162									
30 Sep. '64	0.09								161,137	140,500	20,000		4,637					Germantown:	250,000	7	J. & J.	1869		
30 Sep. '64	9.41								161,137	140,500	20,000		4,637					1st Mortgage						
30 Sep. '64	25.00								90,000	50,000	25,000		15,000					Green and Coates St.:	98,000	7	J. & J.	1870	96	
30 Sep. '64																		1st Mortgage						
30 Sep. '64	23.05								33,500	15,000	18,500							Harlem Br., Morris & Ford'm	88,000	7	J. & J.			
30 Sep. '64																		1st Mortgage						
30 Sep. '64	19.00								1,330,302	721,550	550,000		327,713	30,493		100	69	Hestonville, Mantua & Fair- mount:						
30 Sep. '64	17.25								603,859	500,000	113,000		100,438	9,148				1st Mortgage	40,000	7	J. & J.	1869		
30 Sep. '64	6.00								650	650								Hoboken and Weehawken:	60,000	7	M. & S.	1872		
30 Sep. '64	18.50								1,166,162	1,000,000	44,000		5,000	452,701	4,208	12	100	1st Mortgage						
30 Sep. '64	12.00								951,570	660,000	261,600		33,282	178,056	22,293			Lynn and Boston:	50,000	6	M. & S.	71-72	109	
30 Sep. '64	4.52																	1st Mortgage [road]						
30 Sep. '64	10.00								158,749	72,000	88,000		34,660	897				Malden and Melrose:	73,100	6			1880 91	
30 Sep. '64																		1st Mortgage guaranteed						
30 Sep. '64																		Medford and Charlestown:	11,000	6				
30 Sep. '64	11.00								451,154	795,360	67,000		90,108	1054		100		1st Mort. [Winter St. Br.]						
30 Sep. '64																		Middlesex:	31,000					
30 Sep. '64	7.50								1,200	1,200								1st Mortgage	61,782					
30 Sep. '64	16.00								237,889	134,000	91,000		10,000	47,739				Malden & Melrose bonds.	4,000					
30 Sep. '64	8.37								1,155,615	650,000	520,000		53,000	350,718	20,134	100	60	Real Estate						
30 Sep. '64									1,222,621	750,000				424,306	14,753	5	100	Ninth Avenue:	67,000	7				
30 Sep. '64	17.50								1,958,354	1,170,000	1,180,000		35,000	844,701	171,587	12	100	1st Mortgage	100,000	7	J. & J.	1869		
30 Sep. '64	6.50								50,000									North Philadelphia:						
30 Sep. '64	1.50								193,945	124,500	65,500		7,000	18,295	1054			1st Mortgage	100,000	7	J. & J.	1881		
30 Sep. '64									62,000	50,000	12,000		10,856	2,380				Orange and Newark:	100,000	7	J. & J.	1880		
30 Sep. '64									15,000	15,000								1st Mortgage Broad street.	100,000	7	J. & J.	1883		
NEW JERSEY.																								
Dec. '62	5.32								32,000	30,000			2,000					2d Mortgage						
Dec. '62	5.05								134,400	70,000	60,000		17,228	9,986	3			Philadelphia City:	135,000	6	J. & J.	1879	91	
31 Dec. '62	10.47																	1st Mortgage						
31 Dec. '63	17.00								411,000	211,000	200,000		71,050	19,183		50		Philadelphia and Darby:	17,000	7	J. & J.	1870		
31 Dec. '62	5.80								100,000	40,000	60,000							1st Mortgage						
PENNSYLVANIA.																								
31 Oct. '64	7.89								225,421	100,000	135,000		123,761	50,439	40	10	49	Pittsburg, Allegheny and Manchester:	15,500	7	J. & J.	1869		
31 Oct. '64	8.13								185,913	100,000	75,900		19,957	100,381	20,036	8		1st Mortgage	35,000	7	J. & J.	1871		
31 Oct. '64	4.12								30,729	23,780	6,500		333	6,876	1,473			Pittsburg & Birmingham:	22,600	7	J. & J.	1870		
31 Oct. '64	4.38								194,618	200,000			27,895	77,533	5,901	7	20	1st Mortgage						
31 Oct. '64	16.74								759,261	490,530	200,000		18,500	251,897	81,029	8	50	46	Pittsburg & East Liberty:	87,000	7	J. & J.	1871	
30 Nov. '64	24.23								377,824	112,245	250,000		176,540	41,534				1st Mortgage						
31 Oct. '64	8.40								81,612	160,000	98,000		102,861	24,708	12	20	30	Quincy:	50,000		M. & S.	1868		
31 Oct. '64	8.73								232,954	150,000	80,000		166,776	61,494	20			Richmond and Schuylkill:	30,000	7	J. & J.	1870		
31 Oct. '64	11.00								100,000	60,000	40,000		59,473	3,929				1st Mortgage						
31 Oct. '64									127,217	90,000	62,500		24,000	54,041	6,320			Rochester City & Brighton	91,000	7	J. & J.			
31 Oct. '64	12.00								29,500	29,500			37,905	1,491				Second Avenue:						
31 Oct. '64	10.57								86,447	100,000	17,000		32,449	6,297	2			1st Mortgage						
31 Oct. '64	7.04								93,921	75,000	35,000		4,964	67,930	6,096									
31 Oct. '64	4.51								65,355	48,000	22,600		5,368	58,006	15,984	4								
31 Oct. '64	6.16								305,000	180,000	125,000		95,336	1,418				Second and Third Street:						
31 Oct. '64	5.20								130,000	100,000	30,000							1						

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest.				DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest.			
		Rate.	Periods.	WHEN DUE.	Market Price.			Rate.	Periods.	WHEN DUE.	Market Price.
Aug. 31, 1885											
UNITED STATES LOANS.											
Loan of Jan. 28, 1847.....registered	\$9,415,250	6	Jan. & July.	1867	120	Massachusetts—Union Fund Loan.....coupon	3,000,000	6	Jan. & July.	71-76	1084
Loan of March 31, 1848.....registered	8,908,342	6	"	1868	118	" " " " " " " " " " " "	600,000	5	"	77-78	98
Texas Indemnity, of Sep. 9, 1850.....coupon	839,000	5	"	1868	117	" " " " " " " " " " " "	500,000	5	May & Nov.	1893	98
Loan of June 14, 1858.....registered	20,000,000	5	"	1865	225	" " " " " " " " " " " "	1,000,000	5	"	1883	98
Loan of June 22, 1860.....registered	7,022,000	5	"	1874	100	" " " " " " " " " " " "	168,000	5	"	1880	"
Oregon War Debt of March, 1861.....coupon	1,016,000	5	"	1874	97	Michigan—Renewal Loan.....coupon	216,000	6	Jan. & July.	1878	92
Loan of Feb. 8, 1861.....registered	18,415,000	5	"	1871	93	" " " " " " " " " " " "	100,000	6	"	1879	"
Loan of July 17, & Aug. 5, 1861.....registered	294,194,000	6	"	1871	95	" " " " " " " " " " " "	567,000	7	"	1886	100
Loan of Feb. 25, 1862 (5-20s).....registered	514,780,500	6	"	1881	102	" " " " " " " " " " " "	2,000,000	6	"	68-83	"
Bonds, Central Pacific R. R. Co.....coupon	1,258,000	6	Yearly.	1881	102	Minnesota—State bonds.....coupon	250,000	8	Jan. & July.	1867	102
Loan of March 3, 1864 (10-40s).....registered	172,770,100	6	Jan. & July.	1881	107	" " " " " " " " " " " "	100,000	7	"	1871	"
Loan of March 3, 1864 (5-20s).....registered	91,789,000	6	"	1881	107	" " " " " " " " " " " "	2,275,000	7	"	1883	"
Treasury Notes of July 17, 1861.....coupon	334,450	6	"	1881	107	Mississippi—State bonds (Banks).....coupon	2,000,000	6	"	41-71	"
June 30, '64 & Mar. 3, '65.....1st series	300,000,000	6	"	1881	107	Missouri—Bank Stock Loan of 1857.....	63,000	54	Jan. & July.	1863	"
March 3, 1865.....2d series	300,000,000	6	"	1881	107	" " " " " " " " " " " "	199,000	6	"	1863	71
March 3, 1865.....3d series	230,000,000	6	"	1882	106	" " " " " " " " " " " "	100,000	6	"	1863	"
Debt Certificates.....	85,083	6	"	1882	107	" " " " " " " " " " " "	40,000	6	April & Oct.	1863	"
One & Two Year Treasury Notes (legal tender)	33,554,230	6	Jan. & July.	1896	"	" " " " " " " " " " " "	200,000	6	Jan. & July.	1883	"
Three Year's Compound Interest notes of '63	15,000,000	6	Mar. & Sept.	1904	94	" " " " " " " " " " " "	7,000,000	6	"	72-88	72
of '64.....	202,024,160	6	"	1904	97	" " " " " " " " " " " "	4,500,000	6	"	87-89	"
United States Notes (greenbacks).....	438,160,569	6	May & Nov.	1884	106	" " " " " " " " " " " "	3,000,000	6	"	73-87	80
Fractional currency.....	26,344,742	7.3	April & Oct.	1884	106	" " " " " " " " " " " "	4,350,000	6	"	72-87	"
STATE LOANS.											
Alabama—State bonds.....coupon	3,423,000	6	Jan. & July.	1877	"	" " " " " " " " " " " "	3,501,000	6	"	73-89	"
Arkansas—State bonds (R. R. & Pk).....coupon	899,000	6	No interest	1868	"	" " " " " " " " " " " "	650,000	6	"	87-89	"
California—Civil bonds of 1857.....coupon	3,727,500	7	" paid for	1868	"	" " " " " " " " " " " "	700,000	6	"	1889	"
Connecticut—War Fund bonds.....coupon	2,000,000	6	many yrs	1868	"	" " " " " " " " " " " "	780,000	9	June & Dec.	64-66	"
Florida—State bonds.....coupon	143,000	6	Jan. & July.	71-72	"	" " " " " " " " " " " "	780,000	9	"	1876	924
Georgia—State bonds.....coupon	72,000	6	"	81-82	96	" " " " " " " " " " " "	635,100	6	"	"	"
Illinois—New Int. Impr. stock.....inscribed	1,970,967	6	"	1882	"	" " " " " " " " " " " "	200,000	6	"	"	"
Interest stock.....	1,322,085	6	"	1882	"	" " " " " " " " " " " "	95,000	6	Jan. & July.	Var.	"
Refunded stock.....coupon	2,187,000	6	"	1882	"	" " " " " " " " " " " "	531,520	6	"	65-71	"
War bonds.....	2,000,000	6	"	1882	"	" " " " " " " " " " " "	200,000	6	"	1871	"
Canal bonds (sterling).....	1,778,423	6	"	1882	"	" " " " " " " " " " " "	561,500	5	Jan. & July.	pleas.	"
Indiana—State stock.....registered	5,325,500	24	"	1882	"	" " " " " " " " " " " "	442,961	5	May & Nov.	1868	100
State Int. Imp. bonds (not adjusted).....	391,000	6	"	1882	"	" " " " " " " " " " " "	1,180,781	6	Jan. & July.	pleas.	"
State War Loan bonds.....coupon	1,371,780	6	Jan. & July.	71-72	"	" " " " " " " " " " " "	1,300,000	6	"	68-78	100
Canal Preferred stock.....	4,079,500	6	"	81-82	96	" " " " " " " " " " " "	28,698	5	"	1870	112
Deferred stock.....	1,218,787	6	"	1882	"	" " " " " " " " " " " "	11,050	6	"	d'm'd	"
Special stock.....	1,243,000	6	"	1882	"	" " " " " " " " " " " "	14,230	6	"	d'm'd	"
Iowa—State stocks.....coupon	200,000	7	"	1882	"	" " " " " " " " " " " "	421,003	6	Jan. & July.	65-67	"
War bonds (war loan).....	800,000	7	"	1882	"	" " " " " " " " " " " "	287,700	4	J. A., J., & O.	1864	"
Bonds to School Fund.....	122,295	10	"	1882	"	" " " " " " " " " " " "	68,000	5	Feb. & Aug.	1876	"
Kansas—State bonds (sinking fund).....coupon	146,000	6	Jan. & July.	1872	"	" " " " " " " " " " " "	28,000	5	J. A., J., & O.	1865	"
" " " " (domestic).....	65,000	6	"	1872	"	" " " " " " " " " " " "	320,000	5	Jan. & July.	1865	"
Kentucky—State bonds.....coupon	4,800,000	5	Jan. & July.	1870	101	" " " " " " " " " " " "	100,000	6	"	1867	"
" " " " (bank).....	600,000	5	"	1870	100	" " " " " " " " " " " "	6,922,274	5	"	63-74	105
" " " " (war loan).....	67,500	5	"	1870	100	" " " " " " " " " " " "	15,889,025	6	"	64-76	117
Louisiana—State bonds (R. R. etc.).....coupon	618,130	6	"	1870	100	" " " " " " " " " " " "	1,200,000	7	"	1864	"
" " " " (R. R. etc.).....	3,902,000	6	"	1870	100	" " " " " " " " " " " "	9,129,505	6	Various.	Var.	74
" " " " (banks).....	5,398,633	6	"	1870	100	" " " " " " " " " " " "	1,258,279	5	Jan. & July.	1860	1104
" " " " (war loan).....	670,000	6	"	1870	100	" " " " " " " " " " " "	1,015,000	5	"	1865	95
Maine—State bonds.....coupon	1,000,000	6	Jan. & July.	1868	"	" " " " " " " " " " " "	379,866	6	"	1868	"
Maryland—State bonds (sinking fund).....coupon	816,000	6	"	1868	"	" " " " " " " " " " " "	2,183,632	6	"	1870	100
" " " " (sinking fund).....	200,376	5	"	1868	"	" " " " " " " " " " " "	1,600,000	6	"	1875	961
" " " " (sinking fund).....	5,585,555	5	"	1868	"	" " " " " " " " " " " "	4,065,309	6	"	1881	98
" " " " (sinking fund).....	2,490,569	5	"	1868	"	" " " " " " " " " " " "	2,400,000	6	"	1886	974
" " " " (sinking fund).....	500,000	5	"	1868	"	" " " " " " " " " " " "	125,680	6	"	1863	108
" " " " (sinking fund).....	100,000	5	"	1868	"	" " " " " " " " " " " "	1,500	6	"	1866	"
" " " " (sinking fund).....	767,560	5	"	1868	"	" " " " " " " " " " " "	279,313	6	"	1868	"
" " " " (sinking fund).....	399,408	5	"	1868	"	" " " " " " " " " " " "	2,920,403	6	Yearly.	"	"
" " " " (sinking fund).....	143,711	5	"	1868	"	" " " " " " " " " " " "	55,372	6	"	"	"
" " " " (sinking fund).....	133,689	5	"	1868	"	" " " " " " " " " " " "	131,200	44	April & Oct.	due.	"
" " " " (sinking fund).....	3,000,000	5	"	1868	"	" " " " " " " " " " " "	10,780,095	5	Jan. & Aug.	due.	904
" " " " (sinking fund).....	85,000	5	"	1868	"	" " " " " " " " " " " "	3,886,070	5	Feb. & Aug.	due.	"
" " " " (sinking fund).....	698,333	5	"	1868	"	" " " " " " " " " " " "	3,690,614	5	Mar. & Sept.	due.	"
Massachusetts—State bonds (Western R.R.).....stg.	3,995,555	6	Jan. & July.	65-75	160	" " " " " " " " " " " "	3,241,898	5	June & Dec.	due.	"
" " " " (T. & G.R.R.).....	508,380	6	"	61-91	75	" " " " " " " " " " " "	210,233	5	Feb. & Aug.	due.	"
" " " " (T. & G.R.R.).....	416,500	6	"	93-96	96	" " " " " " " " " " " "	200,000	4	Jan. & July.	1882	"
" " " " (T. & G.R.R.).....	300,000	5	"	1891	"	" " " " " " " " " " " "	1,177,890	5	"	1864	"
" " " " (T. & G.R.R.).....	500,000	5	"	91-96	96	" " " " " " " " " " " "	675,029	5	Feb. & Aug.	1864	"
" " " " (T. & G.R.R.).....	400,000	5	"	1871	"	" " " " " " " " " " " "	1,045,629	5	June & Dec.	1864	"
" " " " (T. & G.R.R.).....	150,000	6	"	1880	624	" " " " " " " " " " " "	1,558,673	5	Jan. & July.	1865	"
" " " " (T. & G.R.R.).....	200,000	6	"	97-99	624	" " " " " " " " " " " "	2,277,755	5	"	1868	"
" " " " (T. & G.R.R.).....	200,000	6	"	1890-90	108	" " " " " " " " " " " "	1,766,214	5	"	1870	904
" " " " (T. & G.R.R.).....	200,000	6	"	1890	"	" " " " " " " " " " " "	4,860,000	5	Feb. & Aug.	1877	92
" " " " (T. & G.R.R.).....	200,000	6	"	1890	"	" " " " " " " " " " " "	428,000	5	"	1878	"
" " " " (T. & G.R.R.).....	200,000	6	"	1890	"	" " " " " " " " " " " "	400,000	6	April & Oct.	1879	"
" " " " (T. & G.R.R.).....	200,000	6	"	1890	"	" " " " " " " " " " " "	650,000	5	Jan. & July.	1882	92
" " " " (T. & G.R.R.).....	200,000	6	"	1890	"	" " " " " " " " " " " "	360,937	5	"	"	"
" " " " (T. & G.R.R.).....	200,000	6	"	1890	"	" " " " " " " " " " " "	97,360	6	Feb. & Aug.	1871	99
" " " " (T. & G.R.R.).....	200,000	6	"	1890	"	" " " " " " " " " " " "	3,000,000	6	Mar. & Sept.	1882	100
" " " " (T. & G.R.R.).....	200,000	6	"	1890	"	" " " " " " " " " " " "	2,000,000	5	"	1868	"
" " " " (T. & G.R.R.).....	200,000	6	"	1890	"	" " " " " " " " " " " "	484,444	5	"	68-90	"
" " " " (T. & G.R.R.).....	200,000	6	"	1890	"	" " " " " " " " " " " "	1,708,017	6	"	1877	"
" " " " (T. & G.R.R.).....	200,000	6	"	1890	"	" " " " " " " " " " " "	1,310,000	6	"	188	

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1884	229,041	229,041	228,738	197,267	214,679	314,521	332,098	406,076	446,044	396,847	381,810	387,556	3,709,970
1885	354,755	383,147	449,815	406,680	460,422	521,174	595,523	-----	-----	-----	-----	-----	-----
Chicago and Alton:													
1880	55,734	55,123	74,690	63,995	86,211	76,426	81,453	103,635	94,928	107,758	73,751	64,937	938,841
1881	81,531	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,068,434
1882	73,169	98,591	110,835	72,196	81,994	90,625	95,066	128,191	132,639	119,409	115,201	111,955	1,225,001
1883	109,850	101,355	104,872	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,889	163,294	1,673,706
1884	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	262,015	2,770,494
1885	261,903	252,683	288,159	263,149	312,316	343,985	316,944	391,574	-----	-----	-----	-----	-----
Chicago and Rock Island:													
1880	72,834	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	145,839	92,873	75,457	1,181,008
1881	83,090	63,975	77,007	76,009	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,060
1882	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117,086	148,268	161,503	138,796	135,596	1,423,439
1883	140,024	130,225	122,512	128,798	144,995	170,957	139,142	160,806	210,729	216,030	194,435	201,134	1,959,297
1884	158,735	175,482	243,150	185,013	198,679	243,178	234,980	307,374	375,860	324,865	336,617	321,037	3,095,470
1885	305,554	246,331	259,403	186,172	227,280	311,180	232,287	288,095	-----	-----	-----	-----	-----
Chicago and Northwestern:													
1880	232,208	202,321	221,709	240,051	280,209	359,888	275,506	299,607	473,186	551,122	425,945	404,183	3,975,935
1881	317,839	317,839	390,355	371,461	466,830	556,145	477,743	619,306	655,364	708,714	705,496	645,943	5,998,072
1882	535,675	481,165	506,290	467,710	568,904	727,193	688,172	743,359	-----	-----	-----	-----	-----
Cleveland and Toledo:													
1880	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,339	79,073	76,304	82,220	780,236
1881	78,170	67,210	86,260	76,032	65,907	55,085	50,386	60,673	84,603	94,406	82,467	82,400	889,499
1882	85,239	78,918	85,663	90,324	65,302	63,137	52,289	60,285	84,640	98,528	88,401	105,253	955,959
1883	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,638	102,176	112,607	117,294	164,876	1,167,544
1884	145,916	146,839	165,780	121,278	108,407	99,569	90,882	95,184	130,551	160,397	143,836	186,920	1,579,590
1885	164,058	176,105	208,329	158,077	128,000	100,000	113,815	154,245	182,110	183,649	184,614	208,291	1,942,998
Erie:													
1880	304,708	319,593	372,296	380,343	349,953	330,657	361,819	359,114	455,235	465,959	538,008	414,764	4,551,049
1881	354,000	345,000	453,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	561,448	412,723	5,335,424
1882	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,334	734,108	714,211	6,214,182
1883	699,097	601,595	638,006	626,070	587,416	528,842	505,024	615,962	756,421	885,136	902,906	963,869	8,400,334
1884	845,695	859,949	956,445	948,059	848,783	770,148	731,243	687,902	810,801	965,294	1,024,649	1,035,321	10,489,481
1885	984,837	984,133	1,114,508	1,099,507	1,072,292	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,334,217	12,429,643
1886	908,341	886,039	1,240,626	1,472,120	1,339,279	1,226,528	1,162,803	-----	-----	-----	-----	-----	-----
Hudson River:													
1880	192,161	190,589	175,773	121,123	141,269	115,444	125,805	155,164	156,973	170,157	157,443	232,053	1,933,494
1881	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,951	169,549	220,370	2,075,322
1882	223,157	205,343	167,560	139,751	150,803	122,683	114,804	135,239	146,424	173,261	197,762	246,281	2,028,537
1883	307,330	281,568	308,963	292,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	403,571	2,922,970
1884	458,953	425,047	366,802	270,676	244,771	202,392	190,364	219,561	268,100	302,174	295,750	484,550	3,726,140
1885	501,231	472,240	356,626	278,540	281,759	253,049	273,726	306,596	361,600	340,900	340,738	807,552	4,274,556
1886	525,936	418,711	424,870	311,540	351,759	310,049	-----	-----	-----	-----	-----	-----	-----
Illinois Central:													
1880	185,257	185,926	209,994	183,758	219,890	188,060	193,931	248,971	259,643	321,059	243,163	225,196	2,684,848
1881	321,844	279,268	229,334	192,054	199,488	177,829	193,280	268,983	289,862	284,020	243,249	224,401	2,599,612
1882	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1883	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	475,676	496,433	437,679	424,531	4,571,025
1884	327,900	416,588	459,762	425,797	406,372	510,100	423,878	640,179	799,236	661,391	657,141	603,402	6,329,447
1885	546,410	522,555	592,276	491,297	454,604	590,061	631,996	-----	-----	-----	-----	-----	-----
Marietta and Cincinnati:													
1880	33,904	26,252	25,891	38,579	32,668	29,384	37,271	56,687	46,452	81,329	55,257	48,544	512,218
1881	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	75,764	68,863	710,232
1882	77,010	74,409	89,901	83,968	78,697	91,809	90,972	93,078	93,546	95,908	96,453	1,038,165	-----
1883	98,112	86,626	93,503	82,186	73,842	110,186	108,652	112,136	-----	-----	-----	-----	-----
Milwaukee and Prairie du Chien:													
1880	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	163,615	90,900	44,895	799,841
1881	54,246	44,027	43,637	49,102	112,296	141,771	107,117	90,463	134,726	177,579	130,184	67,990	1,153,407
1882	83,903	82,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,399	122,272	61,835	1,163,734
1883	67,180	76,132	44,926	88,177	106,967	111,260	71,587	69,353	155,417	205,065	138,342	112,613	1,247,258
1884	102,749	115,135	88,221	140,418	186,747	212,209	139,447	113,399	168,218	178,526	149,099	117,013	1,711,281
1885	98,183	74,283	70,740	106,689	146,943	224,838	217,159	-----	-----	-----	-----	-----	-----
Michigan Southern & Northern Indiana:													
1880	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1881	131,467	119,833	160,454	170,842	175,481	134,638	127,273	196,821	235,851	273,722	203,492	124,972	2,068,896
1882	140,925	116,934	163,170	186,951	170,362	161,391	126,558	178,778	235,690	276,181	231,285	189,077	2,189,077
1883	163,152	153,728	167,500	190,120	200,826	181,983	180,915	226,819	276,109	325,818	305,284	279,639	2,647,533
1884	248,784	230,508	248,784	264,935	241,236	189,145	228,012	308,106	375,567	332,260	349,045	390,541	3,902,541
1885	256,600	304,445	338,454	267,126	315,258	278,891	358,862	402,219	407,107	448,934	411,806	-----	4,120,153
1886	363,995	368,361	413,322	360,245	353,194	402,122	309,083	424,206	-----	-----	-----	-----	-----
Michigan Central:													
1880	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,422	300,474	196,182	139,022	2,025,142
1881	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,844	307,333	242,089	200,134	2,124,814
1882	230,159	159,658	161,902	175,696	186,039	174,002	172,189	216,624	295,956	307,474	258,634	258,634	2,050,702
1883	242,073	245,858	236,432	238,495	239,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,165,065
1884	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	276,470	3,970,946
1885	306,324	279,137	344,228	237,241	401,456	355,663	329,105	413,501	-----	-----	-----	-----	-----
New York Central:													
1880	380,349	370,544	509,211	478,563	409,628	447,813	504,217	591,920	743,599	709,671	687,792	530,396	6,303,708
1881	387,128	402,530	561,075	555,141	551,700	495,943	544,494	692,382	868,985	811,458	730,736	523,047	7,154,622
1882													

AMERICAN RAILROAD BOND LIST.

") signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest.		Due.	Price.	Description.	Amount.	Interest.	Interest.		Due.	Price.
			When payable.	Where payable.						When payable.	Where payable.		
Alabama and Florida:							Chicago and Great Eastern:						
Mortgage	\$300,000	7			1867		1st Mortgage	2,000,000	7	Apr. & Oct.	New York.	1894	
Convert. (guar. by Dir.)	160,000	7			1863		Chicago and Rock Island:						
Alabama and Tenn. Rivers:							1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	100½
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872		Income bonds	53,500	8	May & Nov.	"	var.	
2d Mortgage	226,708	8			1864		Chicago and Northwestern:						
Albany, Vt. and Canada:							Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	97
1st Mortgage	600,000	7	March & Sept.	New York.	1857		General 1st Mortgage	3,600,000	7	"	"	1885	80½
Atlantic and Gt. Western (N. Y.):							Bonds issued for coupons of do.	756,000	7	May & Nov.	"	1885	79
1st Mortgage (S. F.)	980,000	7	April & Oct.	New York.	1879		2d Mortgage	2,000,000	6	"	"	1890	95
2d Mortgage	593,500	7	"	"	1881		Appleton Extension Bonds	184,000	7	Feb. & Aug.	"	1885	99½
Atlantic and Gt. Western (Pa.):							Green Bay Extension Bonds	300,000	7	"	"	1885	79
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	New York.	1877	70	Flagg Trust Bonds	245,000	8	Jan. & July.	"		
2d Mortgage	956,000	7	"	"	1882		Cincinnati, Hamilton and Dayton:						
Eastern Coal Fields Branch	400,000	7	"	"	1882		2d Mortgage	379,000	7	Jan. & July.	New York.	1867	110
Atlantic and Great Western (O.):							1st Mortgage	1,250,000	7	May & Nov.	"	1880	110
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	96	Cincinnati, and Zanesville:						
2d Mortgage		7	Jan. & July.	"	1883	98	1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Atlantic and St. Lawrence:							Cleveland and Mahoning:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92	1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	107
Sterling Bonds (Coupon)	484,000	6	Nov. & May.	London.	1878	96	2d Mortgage	244,200	7	March & Sept.	"	1864	110
City of Portland Loan (Coups.)	1,000,000	6	Various.	N. Y., P. & Bos.	'69-'70		3d Mortgage	658,200	8	"	"	1876	
Baltimore and Ohio:							Clev., Painesville and Ashtabula:						
Maryland Sterling Bds of 1833.	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1833		Special (Sunbury and Erie)	500,000	7	Feb. & Aug.	New York.	1878	121
Mortgage Coupon	2,600,000	6	April & Oct.	Baltimore.	1885	101	Dividend Mortgage	900,000	7	"	"	1880	
" " " " 1850.	700,000	6	Jan. & July.	"	1880	99	Cleveland and Pittsburg:						
" " " " 1855.	1,128,500	6	Jan. & July.	"	1875	100	2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	New York.	1872	90
" " " " 1834.	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	99	3d Mort. (M. L.) or 2d Extension	1,166,000	7	"	"	1876	95
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	100	4th Mort. (M. L.) or 3d Extension	1,069,028	6	Jan. & July.	"	1892	73
Bellefontaine and Indiana:							River Line bonds	20,000	7	"	"	1887	
1st Mortgage convertible	368,000	7	Jan. & July.	New York.	1866	101½	Clev. Columbus and Cin.:						
1st Mortgage extended	422,000	7	"	"	'70-'99		1st Mortgage, Coupon	492,500	7	Jan. & July.	New York.	'64-'90	
2d Mortgage	116,000	7	"	"	1870		Cleveland and Toledo:						
Income bonds	87,000	7	"	"	1870		1st Mortgage	229,000	7	April & Oct.	New York.	1867	101½
Real Estate bonds	47,550	7	"	"	1866		2d Mortgage	159,000	7	June & Dec.	"	1872	101½
Belvidere Delaware:							Tol. Nor. and Clev. 1st Mort.	3,000	7	Feb. & Aug.	"	1863	75
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	95	C. and T. Dividend (convert.)	12,235	7	April & Oct.	New York.	1865	70
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885		C. and T. Income (convertible).	6,000	7	March & Sept.	"	1870	
3d Mortgage (do.)	599,500	6	Feb. & Aug.	"	1877	101	C. and T. (S. F.) Mortgage	2,205,000	7	Jan. & July.	"	1885	94
Boston Concord and Montreal:							Columbus and Xenia:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	102½	Dividend	36,850	7	June & Dec.	New York.	1866	
2d Mortgage	300,000	7	"	New York.	1865	99	Mortgage	245,000	7	"	"		
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	98½	Connecticut River:						
2d Mortgage Coupons	250,000	7	"	New York.	1870	98½	Mortgage	250,000	6	March & Sept.	Boston.	1878	
Sinking Fund	200,000	6	"	Boston.	1889	100	Connecticut and Passump. Rivers:						
Boston and Lowell:							1st Mortgage	800,000	6	June & Dec.	Boston.	1876	90
Mortgage	440,000	6	Jan. & July.	Boston.	1873	95½	Cumberland Valley:						
Buffalo, New York and Erie:							1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	93½	2d Mortgage	109,500	8	"	"	1904	
2d Mortgage coupon	426,714	7	May & Nov.	"	1872	103	Dayton and Michigan:						
Buffalo and State Line:							1st Mortgage	283,000	8	Jan. & July.	New York.	1867	114
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101	2d Mortgage	2,656,000	8	"	"	1881	103
Income \$ in '99, \$ in '72.	200,000	7	Jan. & July.	"	var.		3d Mortgage	642,000	8	"	"	1881	
Special Erie and North-East	149,000	7	"	"	'61-'70		Toledo depot bonds	182,500	7	"	"	1860	
Burlington and Missouri:							Dayton and Western:						
1st Mort. on 1st Division	690,000	7	Feb. & Aug.	New York.			1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
Cairo and Fulton (Mo.):							2d Mortgage	250,000	7	June & Dec.	"	40	
State (Mo.) Loan	650,000	6	"	"	'75-'79		Delaware:						
Camden and Amboy:							1st Mortgage guar. by P. W. &	500,000	6	Jan. & July.	Philadelphia.	1875	102½
English debt (S. F.) £418,950.	2,027,718	6	Semi-annual.	London.	1880		Guaranteed.	100,000	6	"	"	1875	106
Converted Sterling Loan	800	6	"	"	1863		State Loan	170,000	6	"	"	1878	
American Loan	63,000	6	"	New York.	1864		Delaware, Lackawanna and Wn:						
Loan for \$500,000	229,700	6	"	"	1867	99	1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	103½
" " \$800,000	423,680	6	"	"	1870	100½	1st Mortgage (E. Extension)	1,490,000	7	"	"	1875	100
" " \$875,000	675,000	6	"	"	1875	90	2d Mortgage	2,516,500	7	March & Sept.	"	1881	101½
" " \$1,700,000	1,700,000	6	"	"	1883	88½	Detroit and Milwaukee:						
" " \$2,500,000	867,000	6	"	"	1889	88	1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
Consolid. Mort. Loan \$5,000,000	4,269,400	6	"	"	1889	100½	2d Mortgage	1,000,000	8	"	"	1866	
Camden and Atlantic:							3d Mortgage (convertible)	750,000	10	"	"	1863	
1st Mortgage Coupon	1,087,375	7	Feb. & Aug.	Philadelphia.	1872		4th Mortgage (G. W. R. R.)	800,000	8	"	"		
Catawissa:							Dubuque and Sioux City:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882		1st Mortgage coupon	300,000	7	Jan. & July.	New York.	1883	
Oayuga and Susquehanna:							Dubuque Western:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865		1st Mortgage	344,000	7	"	"		
Central of New Jersey:							Eastern (Mass.):						
1st Mortgage	1,400,000	7	Feb. & Aug.	New York.	'65-'70	100½	2d Mortgage (convertible)	500,000	5	Jan. & July.	London.	1872	95
2d Mortgage	600,000	7	May & Nov.	"	1875	110	3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	94
Central Ohio:							1st M. (State) \$75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'66-'71	
1st Mortgage W. Div.	450,000	7	May & Nov.	Zanesville.	1861	100½	East Tennessee and Georgia:						
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1864	94½	State, 1st Mortgage	970,000					
2d Mortgage	800,000	7	June & Dec.	New York.	1865	101	Endorsed by State of Tennessee	150,000					
3d Mortgage (S. F.)	950,000	7	"	"	1885	85	Mortgage (ordinary)	790,688					
4th Mortgage (S. F.)	1,085,800	7	"	"	1876	50	East Tennessee and Virginia:						
Charleston and Savannah:							State, 1st Lien	1,602,000					
1st Mortgage (endorsed)	510,000	6					Endorsed by State of Tennessee	200,000					
2d Mortgage	1,000,000	7					1st Mortgage (after State)	100,000					
Cheshire:							Redeemable in Stock	66,950					
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	90	Eaton and Hamilton:						
Chicago, Burlington & Quincy:							1st Mortgage	757,734	7	"	"	var.	
Trust Mort. S. F. convertible	467,000	8	Jan. & July.	New York.	1883	111	Erie and North-East:						
" " " " " " " " " "	3,167,000	8	"	"	1883		Exchanged for Buff. and St. L.	142,000	7	Jan. & July.	New York.	'61-'70	
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	"	1890		Florida:						
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort, M.	1890		Internal Improvement (State)	1,655,000	7	"	"	1891	
Chicago and Aurora 1st Mort.	95,000	7	Jan. & July.	New York.	1867		Free Land, 2d Mortgage	1,500,000	8	"	"	1891	
Central Military Tract, 2d Mort.	63,000	8	May & Nov.	"	1888		Florida and Alabama:						
" " " " " " " " " "	6,000	8	March & Sept.	"	1876		Internal Improvement (State)		7	"	"	1891	
Chicago and Alton:							Free Land, 2d Mortgage		8	"	"	1891	
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	95½	Florida, Atlantic and Gulf Centr.						
1st Mortgage pref. S. F.	554,000	7	April & Oct.	"	1877	97	Internal Improvement (State)	300,000	7	"	"	1891	
Income Bonds	1,100,000	7	May & Nov.	"	1882	87	Free Land, 2d Mortgage	200,000	8	"	"	1891	
Chicago and Milwaukee:													
1st General Mort.		7	Jan. & July.	New York.	1898								
1st " " (O. & M.) conv.		7	May & Nov.	"	1874								
2d " " " (M. & C.)		8	Jan. & July.	"	1875								
3d " " " " "		8	"	"	1875								

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default of its interest. S. F., Sinking Fund. "var.," that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest.				Description.	Amount.	Interest.	Interest.			
			When payable.	Where payable.	Due	Price				When payable.	Where payable.	Due	Price
Galena and Chicago Union:							Memphis and Ohio:						
1st Mortgage Coupon	1,981,000	7	Feb. & Aug.	New York.	1882	103	State [Tenn.] Loan	1,840,000	6				
2d Mortgage (S. F.) Coupon	1,336,000	7	May & Nov.	" "	1875	95	Michigan Central:						
Elgin and State Line.	189,000		Jan. & July.	" "	1879		1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	
Great Western, Ill.:							1st Mortgage SUG (convertible)	500,000	8	March & Sept.	" "	1869	
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1898	106	1st Mortgage (convert.) Dollar	2,040,500	8	" "	N. Y. & Boston	1869	110
" Eastern	1,350,000	7	Feb. & Aug.	" "	1865	102 1/2	1st Mortgage (convert.) Dollar	257,000	8	April & Oct.	" "	1882	115
Hannibal and St. Joseph:							1st Mortgage (S. F.) convertible	4,330,500	8	" "	" "	1882	115
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	80	Mich. Southern and N. Indiana:						
Land Security	3,344,600	7	April & Oct.	" "	1881	93 1/2	Michigan Southern, 1st	1,000	7	May & Nov.	New York.	1860	
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	100	Northern Indiana, 1st	6,000	7	Feb. & Aug.	" "	1861	
Harrisburg and Lancaster:							Erie and Kalamazoo	38,000	7	March & Sept.	" "	1862	
New Dollar Bonds	681,000	6	Jan. & July.	Philadelphia.	1883	100	Northern Indiana, Plain	7,000	7	Feb. & Aug.	" "	1863	
Hartford and New Haven:							Jackson Branch	77,000	7	" "	" "	1865	
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99	Goshen Air Line	682,000	7	" "	" "	1868	100
Housatonic:							Detroit and Toledo	734,000	7	" "	" "	1876	98
1st Mortgage	191,000	6	Jan. & July.	Bridgeport.	1877		1st General Mortgage (S. F.)	4,822,000	7	May & Nov.	" "	1885	90
Houston and Texas Central:							2d General Mortgage	2,194,500	7	" "	" "	1877	90
State (1st Lien) Loan	210,000						*Milwaukee and Beloit:						
Mortgage	125,000	7			1866		1st Mortgage	630,000	8				
Hudson River:							*Milwaukee and Horicon:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	102	1st Mortgage	420,000	8				
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	102	2d Mortgage	600,000	8				
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	104	Milwaukee and Prairie du Chien:						
Convertible	1,002,000	7	" "	" "	1867	95	1st Mortgage (Coupon)	667,000	7	Jan. & July.	New York.	1891	96
Illinois Central:							Minnesota and Pacific:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868		Real Estate	1,200,000	7	Jan. & July.	" "	1892	
Construction	7,975,500	7	April & Oct.	London.	1875		Mississippi Central:						
Construction	2,896,500	6	" "	New York.	1875	112 1/2	1st Mortgage	1,007,363	7				
Redemption bonds	2,086,000	6	" "	" "	1890		Mississippi Central and Tenn.:						
Indiana Central:							State (Tenn.) Loan	529,000	6				
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866		Mississippi and Missouri:						
2d Mortgage	361,000	10	" "	" "		117	1st Mortgage (convertible)	1,000,000	7		New York.		
Income	20,500						2d Mortgage (S. F.)	400,000	8		" "		
Indianapolis and Cincinnati:							Oakalosa Division	688,556	7	Jan. & July.	" "	1875	18 1/2
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106	1st Land Grant	3,612,000	7	" "	" "		36 1/2
2d Mortgage	400,000	7	" "	" "	1862	100	2d Land Grant	691,000		" "	" "		
Real Estate Mortgage	200,000	7	" "	" "	1868	68	Income bonds	513,300		" "	" "		
Ind., Pittsburg and Cleveland:							Mississippi and Tennessee:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870		Tennessee State Loan	98,000	6			1885	
2d Mortgage	347,000	7	" "	" "			Mississippi State Loan	202,799	6				
Indianapolis and Madison:							1st Mortgage	171,000	7			1876	
Mortgage	640,000	7	May & Nov.	New York.	1881	100	Mobile and Ohio:						
Jeffersonville:							City (Mobile) Tax Loan	400,000	6				
1st Mortgage	187,000	7	March & Sept.	New York.	1861	75	Tennessee State Loan	674,860	6				
2d Mortgage	392,000	7	April & Oct.	" "	1873	70	Alabama State Loan	389,410	6				
*Kennebec and Portland:							Income	1,508,070	8	Jan. & July.	New York.	'61-'67	
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870		Sterling	878,035	6			1883	
2d Mortgage	230,000	6 1/2	" "	Augusta.	1861		Mississippi State Loan	200,970	6				
3d Mortgage	250,000	6 1/2	" "	" "	1862		Montgomery and West Point:						
*Kentucky Centr. (Cov. and Lex.)							Alabama State Loan	122,622					
1st Mortgage	160,000	6					Mortgage (due 1860, '63 and '65)	350,000	6			var.	
1st Mortgage	260,000	7					Mortgage	450,000	8			1868	
2d Mortgage (convertible)	1,000,000	7					Muscogee:						
3d Mortgage	600,000	7					1st Mortgage	240,000	7				
Guaranteed by Covington	200,000	6					Nashville and Chattanooga:						
Cincinnati (exchanged)	100,000	6					Mortgage (State endorsed)	1,500,000					
Keokuk, Ft. D. Moines and Minn.:							Chat. and Clev. Sub. (endors.)	231,000					
City of Keokuk, 20 years	400,000	8 1/2					*New Albany and Salem:						
City of Keokuk, (special tax)	150,000	10 1/2					Crawfordsville	175,000	7				
Keokuk, Mt. Pleasant and Muscat.							1st Mortgage	500,000	10				
Lee County	150,000	8					1st Mortgage	2,235,000	6				
City of Keokuk	200,000	8					N. Hav., N. Lond. and Ston'ton:						
La Crosse, Viroqua & Mineral Pt.:							Mortgage	450,000	7	March & Sept.	New Haven.	1861	
1st Mortgage	4,000,000	7	June & Dec.	New York.	1883		2d Mortgage	200,000	6	Jan. & July.	" "	1868	95
Lehigh Valley:							Extension	116,000	6	May & Nov.	" "	1878	
1st Mortgage	1,466,000	6	May & Nov.	Philadelphia.	1873	93	New Haven and Northampton:						
La Crosse and Milwaukee:							1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.			1st Mortgage (H & Hamp.)	103,000	6				
2d Mortgage (Eastern Div.)	1,000,000	7					New Jersey:						
1st Land Grant (Western Div.)	4,000,000	7	Jan. & July.	New York.	1883		Company's (various)	642,500		Semi-annually.	New York.	var.	100
2d Land Grant (Western Div.)	353,500	7					New London Northern:						
3d Mortgage (whole road)	1,700,000	7					1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
Unsecured Bonds	1,785,000	7					N. Ori'ns, Jackson and Gt. North.:						
Lexington and Frankfort:							State (Miss.) Loan	255,000	5			'63-'68	
Mortgage, due 1864, '69 and '74	106,000	6			Lexington.	'64-'74	1st Mortgage Coupon	2,695,000	8	Jan. & July.	New York.	1886	
Little Miami:							N. Ori'ns, Opelousa and Gt. West.:						
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	100	Louisiana State Loan	641,000	6				
Long Island:							New Orleans City Subscription	1,500,000	5				
State Loan (S. F.)	100,000	5	Jan. & July.	New York.	1876		1st Mortgage (S. F.)	666,000	8			1889	
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	85	New York Central:						
Extension Bonds	175,000	7	May & Nov.	" "	1890	110	Premium (S. F.) Bonds	6,917,568	6	May & Nov.	New York.	1883	95
Long Dock Co.:							Debt of former Co's outstanding	224,920					
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	110	Funding (S. F.) Bonds	1,398,000	7	Feb. & Aug.	" "	1876	106
Louisville and Frankfort:							Exchanged S'ks (S. F.) Bds	683,000	6	May & Nov.	" "	1883	95
Louisville Loan	100,000		Jan. & July.	New York.	1881		" " " " " B. & N. F.	78,000	6	" "	" "	1883	
1st Mortgage	201,000		" "	" "	'63-'78		Real Estate (S. F.) Bonds	166,000	6	" "	" "	1883	90
Louisville and Nashville:							Real Estate Bonds & Mortgages	190,273	7	var.	" "	var.	
State (Tenn.) 1st Lien	560,500	6	Jan. & July.	New York.	'88-'92		" "	45,550	6	" "	" "	1883	
1st Mortgage	1,804,000	7	Feb. & Aug.	" "			Bonds of Aug. 1859, Convertible	604,000	7	Feb. & Aug.	" "	1876	102
Lebanon Branch 1st Mortgage	41,000	7			var.		Bonds of Oct. 1863, (S. F.)	2,925,000	6	June & Dec.	" "	1887	94
Memphis Branch 1st Mortgage	300,000	7			var.		New York and Erie:						
McMinnville and Manchester:							1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	102 1/2
State (Tenn.)	372,000	6					2d Mortgage	4,000,000	7	March & Sept.	" "	1879	103
Mortgage	24,000	7					3d Mortgage	6,000,000	7	" "	" "	1883	99 1/2
Mortgage	10,000	6					4th Mortgage	3,634,000	7	April & Oct.	" "	1880	95 1/2
Marietta and Cincinnati:							5th Mortgage	1,002,500	7	June & Dec.	" "	1886	93 1/2
1st Mortgage Bonds	1,691,293	7	Feb. & Aug.	New York.	1891	87	Buffalo Branch	186,400	7	Jan. & July.	" "	1891	
1st Mortgage Sterling	1,000,000	7	" "	" "	1891		New York and Harlem:						
Seloto & Hooking Val. R.R. mort.	300,000						1st Mortgage	3,000,000	7	May & Nov.	New York.	1878	102 1/2
Memphis and Charleston:							Consolidated	1,000,000	7	Feb. & Aug.	" "	1880	100 1/2
State (Tenn.) Loan	1,100,000	6			1880		3d Mortgage	980,300	7	Jan. & July.	" "	1867	97 1/2
1st Mortgage	1,000,000	7					New York and New Haven:						
Memphis, Clarksv. and Louisv.:							Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1884	107 1/2
State (Tenn.) Loan	910,000	6					Mortgage Bonds Coupon	1,038,000	6	April & Oct.	" "	1876	

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Description	Amount	Interest	Interest		Due	Price	Description	Amount	Interest	Interest		Due	Price
			When payable.	Where payable.						When payable.	Where payable.		
N. York, Providence and Boston:							Racine and Mississippi:						
1st Mortgage	\$247,000	6	Feb. & Aug.	New York.	73-78		1st Mortgage (Eastern Division)	\$680,000	8		New York.	1875	35
North Carolina:							1st Mortgage (Western Division)	757,000	8		"	1875	
State Loan	3,000,000	6					Raleigh and Gaston:						
North-Eastern (S. C.):							Coupon	100,000				1862	
1st Mortgage	700,000						Richmond and Danville:						
2d Mortgage	224,500						State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	
Northern Central:							Guaranteed by State	200,000	7	April & Oct.	Richmond.	1875	
Balt. and Susq. R. R. (Coupons)	150,000	6	Jan. Ap. Ju. Oc.	Baltimore.	1866		Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1869	
Md. State Loan (Irredeemable)	1,500,000	6					Richmond, Fred. and Potomac:						
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102	Sterling (£27,000)	324,000	6			1860	
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871		Richmond and Petersburg:						
Y. and C. guar. by Balt. 3d Mort.	500,000	6	Jan. & July.	"	1877	95	Coupon	150,000				1875	
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	86	Rutland and Burlington:						
Debt to city of Baltimore	850,000						1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	04
Northern (Ogdensburg):							2d Mortgage	937,500	7	"	"	1863	23
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	92	3d Mortgage	440,000	7	"	"	1863	8
2d Mortgage	3,077,000	7	"	"	1861	33	Sacramento Valley:						
North Missouri:							1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	72-87	96	2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	
North Pennsylvania:							Sandusky, Dayton and Cincinnati:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	85	1st Mortgage	812,000	7	Feb. & Aug.		1860	
Chattel Mortgage	500,000	10	"	"	1887	108	2d Mortgage	185,000	7			1866	
Northern (N. H.):							3d Mortgage	318,500	7			1875	
Bonds due 1864 and 1874	230,700	6	April & Oct.	Boston.	64-74	92	Six per cents	113,225	6			1878	
Norwich and Worcester:							Sandusky, Mansfield and Newark:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877		1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	80
Bonds for Dividend Serp.	100,000	7	"	New York.	64-74		Saratoga and Whitehall:						
Steamboat Bonds	200,000	7	Feb. & Aug.	"	63-70		1st Mortgage	250,000	7	April & Oct.	New York.	1858	
Ohio and Mississippi (O. and Ind.):							1st Mortgage (R. and W. Br.)	100,000	7	March & Sept.	"	1856	
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	96	Seaboard and Roanoke:						
2d Mortgage	258,000	7	April & Oct.	"	1880		1st Mortgage	300,000	7			1880	
Construction	4,242,000	7	March & Sept.	"	1876	17	3d Mortgage	75,000	7			1870	
Income	3,220,000	7	May & Nov.	"	1881		South Carolina:						
Orange and Alexandria:							State Loan	187,000	6			1868	
1st Mortgage	400,000	6	May & Nov.	New York.	1866		Sterling	183,333	6			1863	
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	"	1875		Sterling	2,000,000	6		London.	1866	
2d Extension	600,000	8	May & Nov.	"	1873		Southern Mississippi:						
Pacific (Mo.):							1st Mortgage	500,000					
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	71-87	72	South-Western (Ga.):						
State Loan (S. W. Branch)	1,268,000	6	"	"	77-89		1st Mortgage	631,000				1875	
Construction	3,235,000	7	"	"	77-89	56	Springfield, Mt. Vern. and Pittab.						
Panama:							1st Mortgage	500,000					
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100	St. Louis and Iron Mountain:						
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872		State (Mo.) Aid	3,501,000	6		New York.	90	
Pennsylvania:							St. Louis City Subscription	500,000					
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	104	St. Louis County Subscription	1,000,000					
2d Mortgage	2,621,000	6	April & Oct.	"	1875	101	Sunbury and Erie:						
2d Mortgage Sterling	2,283,340	6	"	London.	1875		1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
State Works Bonds	6,800,000	6	Jan. & July.	Harrisburg.	1894	105	Mortgage (half to State)	7,000,000	5	Jan. & July.	"	75-78	
Mortgage and ground rents	144,284						Syracuse, Binghamton and N. Y.:						
Penobscot and Kennebec:							1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	74-75		St. Louis, Alton & Terre Haute:						
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876		1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	86
3d Mortgage (Coupon)	156,500	6	March & Sept.	"	1871		" (series B)	1,100,000	7	April & Oct.	"	1894	
Peoria and Oquawka:							2d " (series C)	1,400,000	7	Feb. & Aug.	"	1894	76
1st Mortg. (W. Ext.) convertible.	500,000	8	May & Nov.	New York.	1862		" (series D)	1,400,000	7	May & Nov.	"	1894	
1st Mortg. (R. Ext.) convertible.	500,000	8	June & Dec.	"	1873		" Income (series E)	1,700,000	7	"	"	1894	71
Petersburg and Lynchburg (S. Side):							Toledo, Peoria & Warsaw:						
State (Va.) Loan (S. F.)	800,000	7					1st Mortgage	1,391,000	7	June & Dec.	New York.		
1st Mortgage (1860-70-75)	855,000	6					Terre Haute and Richmond:						
2d Mortgage (1862-70-72)	578,000	6					1st Mortgage (convertible)	94,000	7	March & Sept.	New York.	1866	
Special Mortgage (1865-68)	175,000	6					Toledo and Wabash:						
Last Mortgage (1861 to 1869)	135,500	8					1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	88
Phila. German'n and Norris'n:							1st M. (L. E. Wab. and St. Louis)	2,500,000	7	"	"	1865	
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105	2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	"	1878	77
Convertible Loan	292,500	6	"	"	1865	119	2d M. (Wabash and Western)	1,500,000	7	"	"	1878	
Philadelphia and Reading:							Sinking Fund Bonds	152,355	7			88	
Bonds of 1866 (nonconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867		Equipment bonds	600,000	7				
" 1866	182,400	5	"	"	1860		Vermont Central:						
" 1869	2,856,800	6	April & Oct.	"	1870	93	1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	80
" 1861	106,000	6	Jan. & July.	"	1871	96	2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	32
" 1863	1,625,300	6	"	"	1880	96	Virginia Central:						
" 1864	804,000	6	"	"	1880	96	Mort., guaranteed by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
" 1865	101,000	6	"	"	1880	96	Mortgage (coupons)	198,000	6	"	Richm'd &	1872	
" 1866	67,000	6	"	"	1880	96	Mortgage (coupons)	928,000	6	"	New York.	1884	
" 1867, (convertible)	564,000	6	"	"	1886	110	Virginia and Tennessee:						
" 1868	60,000	7	"	"	1886		State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	
Bonds and mort. on Real Estate	596,579						1st Mortgage	500,000	6	"	New York.	1872	
Phila., Wilmington and Baltimore:							2d or Enlarged Mortgage	1,000,000	6	"	"	1884	
Mortgage Loan	812,000	6	Jan. & July.	Philadelphia.	1884		Balt Works Br. Mort. due '58-'61	203,000	6	"	Lynchburg.	var.	
Pittsburg and Connellville:							Warren (N. J.):						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	74	1st Mortgage	650,000	7	Feb. & Aug.	New York.	1875	
Pittsburg, Ft. Wayne and Chicago:							Warwick Valley, N. Y.:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	104	Mortgage	60,000	7	April & Oct.	New York.	1880	87
" (series B)	875,000	7	Feb. & Aug.	"	1912		Watertown and Rome:						
" (series C)	875,000	7	Mar. & Sept.	"	1912		Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107
" (series D)	875,000	7	April & Oct.	"	1912		Western (Mass.):						
" (series E)	875,000	7	May & Nov.	"	1912		Sterling (£899,900)	4,319,520	6	April & Oct.	London.	1875	96
" (series F)	875,000	7	Jun. & Dec.	"	1912		Dollar Bonds	850,000	6	"	Boston.	1875	96
" (series G)	860,000	7	Jan. & July.	"	1912	95	Albany City Bonds	1,000,000	6	Jan. & July.	"	1875	96
" (series H)	860,000	7	Feb. & Aug.	"	1912		Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	
" (series I)	860,000	7	Mar. & Sept.	"	1912		Elmira and Williamsport:						
" (series K)	860,000	7	April & Oct.	"	1912		1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	100
" (series L)	860,000	7	May & Nov.	"	1912		Wilmington and Manchester:						
" (series M)	860,000	7	June & Dec.	"	1912		1st Mortgage	596,000	7	May & Nov.	New York.	1886	
2d " "	860,000	7	April	"	1912	81	2d Mortgage	200,000	7	"	"	1872	
Bridge Bonds	2,000,000	7	"	"	1912		Wilmington and Weldon:						
Chicago Depot Bonds	187,500	7	May & Nov.	Philadelphia.	1876		Mortgage, payable in England	443,555	6	Jan. & July.	London.	1883	
Pittsburg and Steubenville:							Sterling, issued in 1858	144,500	6			1863	
Mortgage	800,000	7	Feb. & Aug.	New York.	1865		Company's endorsed by State.	150,000	6			1872	
Potomac and Waterdown:													
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-74								
Quincy and Chicago													
1st Mortgage	1,230,000				1873								

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (-) signifies "nil." Running dots (.....) signify "not ascertained." Land-Grant Railroads are in "italics."

Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.				Price of
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Cars.				Property and Assets.		Liabilities.				Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings.					
					Engines.	Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Share Capital paid in.	Bonds and Mortgage Debt.	Floating Debt.				Gross.	Net.				
30 Jun. '60	65.0				50.6	2	2	Alabama and Florida	1,451,336			877,953	508,500	105,255	1,515,704	54.0		101,102	37,896				
28 Feb. '59	30.3				58.1	2	2	Alabama and Mississippi	461,506	30,991		335,010	109,500	21,632	518,965	30.3		55,791	31,852				
31 May '60	109.6				57.8	11	9	Ala. and Tennessee Rivers	2,261,927	184,906		1,067,006	777,777	240,485	2,476,023	109.6		207,626	111,232				
30 Jun. '59	57.0				171.3			Mobile and Girard	1,500,000							57.0	236,791	76,773	21,006				
1 May '61	469.3	13.5			49.4	40	28	Mobile and Ohio	12,000,000									1,402,858	696,370				
29 Feb. '60	88.5	28.4			23	14	283	Montgomery and West Point	1,888,718	427,265	100,000	1,419,769	922,622	23,579	2,582,506	116.9		505,156	260,269	6			
2 Nov. '58	38.5				107.5			Memphis and Little Rock	553,877			351,524	446,000	10,725	811,940								
30 Dec. '60	22.5							CALIFORNIA.															
								Sacramento Valley	1,493,850			793,850	700,000		1,493,850	22.5		230,251	104,594				
31 July '64	23.8				1.9			CONNECTICUT.															
31 Jan. '65	122.4				75.1	4	5	Danbury and Norwalk	316,299	66,483		307,060	95,000	731		23.8	53,325	89,470	46,029	7			
31 Aug. '64	61.6	11.2			66.2	16	20	Hartford, Provid. and Fishkill	3,902,356	302,511		2,037,940	1,986,740		122.4		317,844	517,808	134,609				
31 Dec. '64	74.0				8.6	22	37	Hartford and New Haven	3,260,908	254,000	137,036	2,850,000	927,000		74.0		458,245	1,232,307	885,219	17	217		
31 Dec. '64	74.0				1.3	10	12	Housatonic	2,439,775		28,200	2,000,000	191,000	47,900	2,685,438	124.0		208,329	428,518	150,702			
31 Dec. '64	57.0				8.9	11	184	Naugatuck	1,464,127			1,100,000	300,000	29,149		57.0		145,65	380,167	140,391	16		
28 Feb. '65	50.0				2.6	8	10	N. Haven, N. London and Ston.	1,454,040			738,638	766,000		62.0		161,182	274,887	108,400		1174		
30 Nov. '64	54.8	8.9			9.3	3	2	New Haven and Northampton	2,326,485	41,560		1,010,000	650,000			49,663	197,387	85,946	34				
31 Dec. '64	66.0				5.9	8	12	New London Northern	724,336			658,805	51,000		810,982	66.0		211,836	276,672	54,299	8	85	
31 Mar. '65	61.3	1.0			63.8	29	75	New York and New Haven	4,729,607	932,365		3,619,600	2,000,000		6,810,340	117.4		652,758	1,547,291	622,596	9	118	
30 Nov. '64	59.4	7.0			8.2	18	17	Norwich and Worcester	2,463,983	149,711		2,338,600	607,000	10,962	3,238,531	66.4		344,463	631,728	244,471	74	98	
31 Oct. '60	84.3				10.7			DELAWARE.															
31 Oct. '62	16.2							Delaware	1,552,257			406,132	870,000	271,877	1,607,684	84.3		136,631	138,970	41,466			
								Newcastle and Frenchtown	704,560		18,535	744,520		5,024	749,544	5.0		27,283	10,290	9			
								FLORIDA.															
30 Apr. '60	32.0				150			Florida	632,791	30,586		191,456	195,000	75,894	619,112	32.0		7,557	3,535				
	59.9				3.0	13.0	3	Florida and Alabama															
	100.0	8.9			10.0	163.5		Flo., Atlantic and Gulf Central															
								Pensacola and Georgia															
								GEORGIA.															
30 Jun. '60	86.7				16	7	124	Atlanta and West Point	1,192,389			1,250,000	126,000		1,597,385	86.7		418,036	266,827	8	125		
31 Dec. '60	92.6				8.7	70.9		Atlantic and Gulf—M. Trunk															
30 Apr. '60	43.5				23.7			Augusta and Savannah	1,032,200			733,700	129,500			43.5		168,988	95,612				
30 Nov. '60	191.0				53	62	697	Brunswick and Florida	755,000			151,887				53.0							
31 Mar. '60	171.0	61.0						Central of Georgia (and Bank)	4,366,800			4,366,800			6,590,173	229.0		879,468	1,715,025	764,574	10		
30 Nov. '60	102.5				19	18	171	Georgia (and Bank)	4,156,000		1,003,650	4,156,000	312,500		8,123,343	232.0		1,159,188	628,043	8	100		
31 July '59	50.0				7	2	107	Macon and Western	1,500,000			1,500,000		12,295	1,658,976	102.5		226,241	404,615	212,676	19	72	
1 May '58	68.1				3	4	83	Muscogee	774,244	162,534		669,950	249,000		1,026,868	50.0		202,714	110,516	8			
31 July '60	106.1	100.8			18	22	201	Savannah, Albany and Gulf	1,386,634	52,374		1,275,901	10,200	180,621	1,473,140	71.6							
30 Sep. '59	138.0				52	24	705	South Western	3,770,425			2,921,900	596,500	19,913	3,822,913	228.8			388,853	13			
								Western and Atlantic	5,901,497			built and own'd by State.			3,822,913	138.9		832,343	454,541				
								ILLINOIS.															
31 Dec. '64	220.0				49	32	939	Chicago and Alton	8,306,919		659,100	4,208,800	4,054,000		9,896,598	281.0		1,104,197	2,770,454	1,273,518	71	954	
30 Apr. '65	317.0	83.0			105	46	1,995	Chicago, Burlington and Quincy	12,537,020	2,518,232		8,376,510	5,924,989		16,464,295	400.0		1,963,105	5,728,910	2,752,273	20	113	
1 Apr. '63	242.0				29.0	36	23	Chicago and North Western	12,350,939	510,983		3,731,316	8,356,000	226,641	13,147,136	242.0		1,088,054	448,603				
31 Mar. '65	181.8				59	69	1,195	Chicago and Rock Island	7,804,923		500,000	6,000,000	1,450,500		9,484,582	228.4		1,212,654	3,369,391	1,891,706	6	110	
31 Dec. '63	121.0	138.7			74	81	1,459	Galesburg and Chicago Union	8,040,164	1,366,988	525,451	6,028,400	3,506,000		10,952,115	341.7		1,484,095	2,201,451	1,279,400	6	65	
31 May '63	174.5	5.5			21	22	504	Great Western	4,039,561			1,648,501	2,350,000		4,214,342	180.0		742,097	377,476				
31 Dec. '64	464.8	252.5			126	78	3,327	Illinois Central	29,675,410			20,508,160	13,232,000		38,080,110	708.3		3,386,500	6,329,447	2,463,194	8	124	
1 Jun. '65	111.0				15	14	232	Toledo, Peoria & Warsaw	3,380,955	464,000		2,563,955	1,391,000		4,344,955	111.0		459,874	210,950				
31 Dec. '64	195.0	14			42	28	955	St. Louis, Alton & Terre Haute	10,700,000			4,000,000	6,700,000		10,700,000	209.0		2,084,074	503,767				
								INDIANA.															
31 Aug. '57	109.0							Cincinnati and Chicago	2,090,433			1,106,679	1,006,125			109.0							
31 Dec. '62	72.4				19	17	296	Evansville and Crawfordsville	1,263,413		2,750	986,061	1,219,100	51,772	2,283,748	109.0		249,867	119,342				
31 Dec. '62	72.4				19	17	296	Indiana Central	1,697,089	274,051	26,641	611,050	1,254,500	15,900	2,102,761	109.0		442,893	158,541				
31 Dec. '62	89.8	20.2			23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,639	1,689,900	1,362,284	140,689	3,468,108	110.0		448,858	230,334	9	72		
31 Dec. '64	84.0				15			Ind., Pittsburg and Cleveland	2,735,556			1,772,000	997,000		2,975,878	84.0		384,539	771,768	307,832			
1 Dec. '62	73.0				15	14	201	Jeffersonville	1,549,518		278,334	1,015,907	621,000		2,175,233	108.0		312,559	527,863	268,156			
31 Mar. '																							

AMERICAN RAILROAD BOND LIST.

* signifies that the road is in the hands of receivers. (t) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description	Amount	Interest	Interest		Due	Price	Description	Amount	Interest	Interest		Due	Price
			When payable.	Where payable.						When payable.	Where payable.		
N. York, Providence and Boston:							Racine and Mississippi:						
1st Mortgage	\$247,000	6	Feb. & Aug.	New York.	72-78		1st Mortgage (Eastern Division)	\$880,000	8		New York.		
North Carolina:							1st Mortgage (Western Division)	757,000	8		"	1875	35
State Loan	3,000,000	6					Raleigh and Gaston:						
North-Eastern (S. O.):							Coupon	100,000				1882	
1st Mortgage	700,000						Richmond and Danville:						
2d Mortgage	224,500						State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	
Northern Central:							Guaranteed by State	200,000	7	April & Oct.	Richmond.	1875	
Balt. and Susq. R. R. (Coupons)	150,000	6	Jan. Ap. Ju. Oc.	Baltimore.	1866		Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1869	
Md. State Loan (Irredeemable)	1,500,000	6					Richmond, Fred. and Potomac:						
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102	Sterling (£267,000)	324,000	6			1860	
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871		Richmond and Petersburg:						
Y. and C. guar. by Balt. 2d Mort.	500,000	6	"	"	1877	95	Coupon	150,000				1875	
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	85	Rutland and Burlington:						
Debt to city of Baltimore	850,000						1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	64
Northern (Ogdensburg):							2d Mortgage	937,500	7	"	"	1863	23
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	92	3d Mortgage	440,000	7	"	"	1863	8
2d Mortgage	3,077,000	7	"	"	1861	33	Sacramento Valley:						
North Missouri:							1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	72-87	95	2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	
North Pennsylvania:							3d Mortgage						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	85	Sandusky, Dayton and Cincinnati:						
Chattel Mortgage	300,000	10	"	"	1887	108	1st Mortgage	812,000	7	Feb. & Aug.		1890	
Northern (N. H.):							2d Mortgage	185,000	7			1886	
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	64-74	92	3d Mortgage	318,500	7			1875	
Norwich and Worcester:							Six per cent	113,228	6			1878	
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877		Sandusky, Mansfield and Newark:						
Bonds for Dividend Scrip	100,000	7	"	New York.	64-74		1st Mortgage	1,200,000	7	Jan. & July.	New York.	1866	80
Steamboat Bonds	200,000	7	Feb. & Aug.	"	63-70		Saratoga and Whitehall:						
Ohio and Mississippi (O. and Ind.):							1st Mortgage	250,000	7	April & Oct.	New York.	1858	
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	96	1st Mortgage (R. and W. Br.)	100,000	7	March & Sept.	"	1866	
2d Mortgage	258,000	7	April & Oct.	"	1880		Seaboard and Roanoke:						
Construction	4,242,000	7	March & Sept.	"	1876	17	1st Mortgage	300,000	7			1880	
Income	3,320,000	7	May & Nov.	"	1881		3d Mortgage	75,000	7			1870	
Orange and Alexandria:							South Carolina:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866		State Loan	187,000	5			1888	
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	"	1875		Sterling	183,333	6			1863	
2d Extension	600,000	8	May & Nov.	"	1873		Sterling	2,000,000	5		London.	1866	
Pacific (Mo.):							Southern Mississippi:						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	71-87	72	1st Mortgage	600,000					
State Loan (S. W. Branch)	1,288,000	6	"	"	87-89		South-Western (Ga.):						
Construction	3,235,000	7	"	"	87-89	55	1st Mortgage	681,000				1875	
Panama:							*Springfield, Mt. Vern. and Pittab.						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100	1st Mortgage	600,000					
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872		*Steubenville and Ind. (P. C. and C.):						
Pennsylvania:							1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	104	2d Mortgage	900,000	7	"	"	1865	
2d Mortgage	2,621,000	6	April & Oct.	"	1875	101	St. Louis and Iron Mountain:						
2d Mortgage Sterling	2,283,840	6	"	"	1875		State (Mo.) Aid	3,501,000	6		New York.		90
State Works Bonds	6,800,000	5	Jan. & July.	Harrisburg.	1894	105	St. Louis City Subscription	500,000					
Mortgage and ground rents	144,284						St. Louis County Subscription	1,000,000					
Penobscot and Kennebec:							Sunbury and Erie:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	74-76		1st Mort. (Sunbury to Wmsp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876		Mortgage (half to State)	7,000,000	5	Jan. & July.	"	75-78	
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871		Syracuse, Binghamton and N. Y.:						
Peoria and Oquawka:							1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
1st Mortg. (W. Ext.) convertible.	500,000	8	May & Nov.	New York.	1862		St. Louis, Alton and Terre Haute:						
1st Mortg. (E. Ext.) convertible.	500,000	8	June & Dec.	"	1873		1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	86
Petersburg and Lynchburg (S. Side):							" " (series B)	1,100,000	7	April & Oct.	"	1894	
State (Va.) Loan (S. F.)	800,000	7					2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	76
1st Mortgage (1869-70-75)	365,000	6				var.	" " (series D)	1,400,000	7	May & Nov.	"	1894	71
2d Mortgage (1862-70-72)	378,000	6				var.	" " Income (series E)	1,700,000	7	"	"	1894	
Special Mortgage (1865-68)	175,000	6				var.	Toledo, Peoria & Warsaw:						
Last Mortgage (1861 to 1869)	183,500	8				var.	1st Mortgage	1,301,000	7	June & Dec.	New York.		
Phila. German'n and Norris'n:							Terre Haute and Richmond:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105	1st Mortgage (convertible)	94,000	7	March & Sept.	New York.	1866	
Convertible Loan	292,500	6	"	"	1885	719	Toledo and Wabash:						
Philadelphia and Reading:							1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	88
Bonds of 1866 (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867		1st M. (L. E. Wab. and St. Louis)	2,500,000	7	"	"	1865	
" 1866	182,400	5	"	"	1880		2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	"	1878	77
" 1869	2,866,600	6	April & Oct.	"	1870	93	2d M. (Wabash and Western)	1,500,000	7	"	"	1878	
" 1861	106,000	6	Jan. & July.	"	1871	96	Sinking Fund Bonds	152,255	7				88
" 1843	1,525,800	6	"	"	1880	96	Equipment bonds	600,000	7				
" 1844	804,000	6	"	"	1880	96	Vermont Central:						
" 1845	101,000	6	"	"	1880	96	1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	80
" 1849	67,000	6	"	"	1880	96	2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	32
" 1857 (convertible)	564,000	6	"	"	1886	110	Virginia Central:						
" 1856	60,000	7	"	"	1886		Mort. guaranteed by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Bonds and mort. on Real Estate	596,579						Mortgage (coupons)	198,000	5	"	Richm'd & 1872		
Phila. Wilmington and Baltimore:							Mortgage (coupons)	926,000	6	"	New York.	1884	
Mortgage Loan	812,000	6	Jan. & July.	Philadelphia.	1884		Virginia and Tennessee:						
Pittsburg and Connellsville:							State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	74	1st Mortgage	500,000	6	"	New York.	1872	
Pittsburg, Ft. Wayne and Chicago:							2d or Enlarged Mortgage	1,000,000	6	"	"	1884	
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	104	Salt Works Br. Mort. due '68-'61	203,000	6	"	Lynchburg.	var.	
" (series B)	875,000	7	Feb. & Aug.	"	1912		Warren (N. J.):						
" (series C)	875,000	7	Mar. & Sept.	"	1912		1st Mortgage	650,000	7	Feb. & Aug.	New York.	1875	
" (series D)	875,000	7	April & Oct.	"	1912		Warwick Valley, N. Y.:						
" (series E)	875,000	7	May & Nov.	"	1912		1st Mortgage	60,000	7	April & Oct.	New York.	1880	87
" (series F)	875,000	7	Jun. & Dec.	"	1912		Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
2d " (series G)	860,000	7	Jan. & July.	"	1912	95	Watertown and Rome:						
" (series H)	860,000	7	Feb. & Aug.	"	1912		Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107
" (series I)	860,000	7	Mar. & Sept.	"	1912		Western (Mass.):						
" (series K)	860,000	7	April & Oct.	"	1912		Sterling (£899,900)	4,319,520	5	April & Oct.	London.	98-71	
" (series L)	860,000	7	May & Nov.	"	1912		Dollar Bonds	850,000	6	"	Boston.	1875	96
" (series M)	860,000	7	June & Dec.	"	1912		Albany City Bonds	1,000,000	6	Jan. & July.	"	96-76	99
3d " (series N)	2,000,000	7	April	"	1912	81	Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	
Bridge Bonds	187,500	7	May & Nov.	Philadelphia.	1876		Elmira and Williamsport:						
Chicago Depot Bonds	59,500	6	May & Nov.	Chicago.	1865		1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	100
Pittsburg and Steubenville:							Wilmington and Manchester:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865		1st Mortgage	596,000	7	May & Nov.	New York.	1866	
Potomac and Waterdown:							2d Mortgage	200,000	7	"	"	1872	
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-74		Wilmington and Weldon:						
Quincy and Chicago							Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	
1st Mortgage	1,230,000				1873		Sterling, issued in 1858	144,500	6			1868	
							Company's endorsed by State.	150,000	6			1872	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.			
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Engines.	Cars.			Property and Assets.				Liabilities.				Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings.		
						Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Gross.	Net.				Dividends.	Price of	
M.	M.	M.	M.	No.	No.	No.		\$	\$	\$	\$	\$	\$	\$	\$	M.	M.	\$	\$	P. C.		
ALABAMA.																						
30 Jun. '00	65.0				50.6			Alabama and Florida	1,451,336			877,953	508,500	105,256	1,515,704	54.0		101,102	87,866			
28 Feb. '00	30.3				68.1	2	19	Alabama and Mississippi	461,506		30,991	335,010	109,500	21,632	618,965	30.3		55,791	31,852			
31 May '00	109.6				57.8	11	102	Ala. and Tennessee Rivers	2,261,927	184,906		1,067,006	777,777	240,485	2,476,023	109.6		207,626	111,232			
30 Jun. '00	57.0				171.3			Mobile and Girard	1,500,000							57.0	226,791	76,773	21,006			
1 May, '00	469.3	13.5			49.4	40	28	Mobile and Ohio	12,000,000									1,402,858	695,370			
29 Feb. '00	58.5	28.4			28	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,532,506	116.9		505,156	260,269	6		
ARKANSAS.																						
3 Nov. '05	58.5				107.5			Memphis and Little Rock	553,877			351,524	446,000	10,725	811,949							
CALIFORNIA.																						
30 Dec. '00	22.5							Sacramento Valley	1,493,850			793,850	700,000		1,493,850	22.5		230,251	104,594			
CONNECTICUT.																						
31 July '04	23.8		1.9		4	5	47	Danbury and Norwalk	316,299	66,483		307,060	95,000		731	23.8	53,325	89,470	46,029	7		
31 Jan. '05	122.4		17.0		75.1	16	20	Hartford, Provid. and Fishkill	3,902,356	302,511		2,037,940	1,986,740			122.4	317,844	577,808	134,509			
31 Aug. '04	61.6	11.2	66.2		22	37	321	Hartford and New Haven	3,260,908	264,000	137,036	2,350,000	927,000		4,280,709	72.8	455,245	1,232,207	885,219	17	217	
31 Dec. '04	74.0		8.9		10	12	72	Housatonic	2,439,775		28,200	2,000,000	191,000		47,900	2,655,438	124.0	203,329	428,518	180,702		
31 Dec. '04	57.0		1.3		8	11	184	Naugatuck	1,464,127			1,100,000	300,000		29,149		141,185	360,167	140,391	16		
28 Feb. '00	50.0		2.6		8	10	30	N. Haven, N. London and Ston.	1,454,040			738,638	768,000			62.0	161,182	274,887	108,800			
30 Nov. '04	84.8	5.8	9.3		3	2		New Haven and Northampton	2,336,435	41,500		1,010,000	680,000				49,663	197,387	85,946	34		
31 Dec. '04	66.0		6.9		8	12	84	New London Northern	724,336			658,805	51,000		810,982	66.0	211,836	270,672	54,209	8	85	
31 Mar. '05	61.3	1.0	63.8		29	75	405	New York and New Haven	4,729,607	932,365		3,619,600	2,000,000		6,810,240	117.4	652,758	1,847,291	622,596	9	118	
30 Nov. '04	59.4	7.0	8.2		18	17	392	Norwich and Worcester	2,463,983	149,711		2,338,600	607,000		3,238,531	66.4	344,463	631,728	244,471	74	98	
DELAWARE.																						
31 Oct. '00	84.3		10.7					Delaware	1,552,257			406,132	870,000	271,877	1,607,684	84.3	186,631	138,970	41,466			
31 Oct. '02	16.2							Newcastle and Frenchtown	704,860		18,535	744,520		5,024	749,544	8.0		27,283	10,300	9		
FLORIDA.																						
30 Apr. '00	154.2				150			Florida														
	32.0				3.0	13.0	3	Florida and Alabama	532,791	30,586		191,455	195,000		619,112	32.0		7,857	3,555			
	69.9				5.0			Flo., Atlantic and Gulf Central														
	100.0	8.9	10.0	153.5				Pensacola and Georgia														
GEORGIA.																						
30 Jun. '00	66.7				16	7	124	Atlanta and West Point	1,192,389			1,250,000	126,000		1,507,385	66.7		418,036	265,827	8	125	
	92.6		8.7	70.9				Atlantic and Gulf-M. Trunk														
31 Dec. '00	53.0							Augusta and Savannah	1,032,200			733,700	129,500									
30 Apr. '00	45.5				23.7			Brunswick and Florida	755,000			151,887										
30 Nov. '00	191.0				53	62	697	Central of Georgia (and Bank)	4,266,800			4,368,800			6,590,173	229.0	879,468	1,715,025	764,574	10		
31 Mar. '00	171.0	61.0						Georgia (and Bank)	4,156,000		1,003,650	4,156,000	312,500		8,123,343	232.0		1,169,188	528,048	8	100	
30 Nov. '00	102.5				19	16	171	Macon and Western	1,500,000			1,500,000		12,295	1,658,976	102.5	226,241	404,618	212,676	19	72	
31 July '00	50.0				7	2	107	Muscogee	774,244	162,534		689,950	249,000		1,026,868	50.0		202,714	110,516	8		
1 May, '00	68.1				8	4	3	Savannah, Albany and Gulf	1,386,634	52,374		1,275,901	10,200	180,621	1,475,140	71.6						
31 July '00	106.1	100.8	16.2		18	22	201	South Western	3,770,425			2,921,900	386,500	19,913	3,822,913	228.8			388,853	13		
30 Sep. '00	138.0				52	24	706	Western and Atlantic	5,901,497			built and own'd by State.						832,343	454,541			
ILLINOIS.																						
31 Dec. '04	220.0				49	32	939	Chicago and Alton	8,308,919		659,100	4,203,800	4,054,000		9,596,568	251.0	1,104,197	2,770,454	1,273,518	74	954	
30 Apr. '00	317.0	83.0	47.0		105	46	1,995	Ohio, Burlington and Quincy	12,537,020	2,518,232		8,376,510	5,924,969		16,464,265	400.0	1,963,105	5,728,910	2,752,278	20	113	
1 Apr. '00	242.0				29.0	36	28	Chicago and North Western	12,325,899	510,983		3,731,316	3,336,000	226,641	13,147,136	242.0		1,088,054	448,503			
31 Mar. '00	181.8				59	69	1,195	Chicago and Rock Island	7,804,923		500,000	6,000,000	1,450,500		9,484,582	228.4	1,212,654	3,359,391	1,891,706	6	110	
31 Dec. '00	121.0	138.7	50.0		74	81	1,459	Galena and Chicago Union	8,040,184	1,366,988	525,451	6,028,400	3,508,000		10,952,115	341.7	1,484,066	2,201,481	1,279,409	6		
31 May, '00	174.5	5.5	14.3		21	22	604	Great Western	4,039,561			1,648,561	2,350,000		4,214,342	180.0		742,097	377,476		654	
31 Dec. '04	464.8	262.6			126	78	3,227	Illinois Central	29,675,410			20,808,100	13,232,000		38,080,110	708.3	3,336,550	6,329,447	2,468,194	8	1244	
1 Jun. '00	111.0				15	14	232	Toledo, Peoria & Warsaw	3,890,955	464,000		2,558,955	1,391,000		4,344,955	111.0		439,874	210,950			
31 Dec. '04	195.0	14	12.2		42	28	955	St. Louis, Alton & Terre Haute	10,700,000			4,000,000	6,700,000		10,700,000	209.0		2,034,074	603,767		384	
INDIANA.																						
31 Aug. '07	109.0							Cincinnati and Chicago	2,090,433			1,106,679	1,006,125		108.0							
31 Dec. '02	72.4				19	17	296	Evansville and Crawfordsville	2,233,413		2,750	986,061	1,219,100	51,772	2,283,748	109.0		249,867	119,342			
31 Dec. '05	82.8				23	19	313	Indiana Central	1,667,089	274,081	26,641	611,050	15,900		2,102,761	109.0		442,898	158,541		72	
31 Dec. '05	84.0	20.2			15			Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,699,900	1,382,284	140,699	3,458,108	110.0		448,858	230,834		9	
31 Dec. '02	84.0				15			Ind., Pittsburg and Cleveland	2,735,556			1,372,000	997,000		2,975,878	84.0	384,539	771,768	307,832			
1 Dec. '02	72.0				16	14	201	Jeffersonville	1,649,513		278,334	1,015,907	621,000		2,176,223	108.0	312,859	527,863	268,156			
31 Mar. '04	68.0	46.0			17	10	263	Indianapolis and Madison	1,464,347			819,900	640,000		1,538,763	132.0		315,172	117,941	6	100	
	58.8							Louise, N. Albany & Chicago	6,000,000			2,800,000	3,000,000	2,000,000	6,000,000	283.0		646,827	371,400		364	
30 Nov. '04	73.0				21	28	440	Terre Haute and Richmond	1,988,150		169,379	1,900,150	88,000		3,064,108	73.0	370,555					

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Years ending.	Railroad.				Road in progress or projected.	Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.			
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Engines.		Cars.		Property and Assets.			Liabilities.			Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings.		Price of shares.				
						Passenger.	Freight, etc.	Railroad and Appurtenances.		Rolling-Stock.	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debt.				Floating Debt.	Gross.		Net.	Dividends.		
M.	M.	M.	M.	No.	No.	No.									M.	M.	\$	\$	P. c.				
MAINE.																							
30 Nov. '02	55.0			6	4	74	Androscoggin	1,050,000				151,833	444,638	205,584	757,351	36.5	76,344	79,761	43,461				
30 Jun. '02	140.0		25.0	41	17	349	Atlantic and St. Lawrence	6,785,205	867,734			2,494,900	3,068,491		7,983,476	149.0	oper. by Gd. Tr.	445,332		45			
30 Sep. '01	83.0	9.5	8.0	12	11	120	Kennebec and Portland	2,871,264				1,287,779		271,143	2,999,998	109.5	139,963	172,118	91,487				
31 May, '03	99.7	9.5		13	20	231	Maine Central	4,211,878		21,925		1,050,860	3,068,491	139,962	4,259,303	109.2	186,240	323,032	174,028				
31 May, '05	51.3			12	4	119	Portland, Saco and Portsmouth	1,491,207		100,000		1,500,000			1,600,000	51.3	161,056	450,222	236,767	6			
31 May, '00	37.0						Somerset and Kennebec	783,763				169,200	556,600			37.0	55,403	25,404					
MARYLAND.																							
30 Sep. '02	279.6	7.2		225	100	3,000	Baltimore and Ohio	21,324,873	3,621,755	3,990,254	16,151,962	10,781,833	630,555	33,673,564	296.8	1,933,769	4,481,859	3,054,053	6	117			
30 Sep. '02	30.0			7	33	167	Washington Branch	1,650,000			1,650,000			2,232,262	39.0	778,417	628,589	9	127				
31 Dec. '04	138.0	4.0	25.0	60	47	3,529	Northern Central	7,847,941	1,104,744	123,775	3,344,860	4,550,000		12,273,647	261.0	1,099,348	3,051,669	1,085,387	11	44			
MASSACHUSETTS.																							
30 Nov. '04				8		7	Boston, Hartford & Erie	9,971,981	249,748		8,500,000	3,806,000	169,363	12,475,363						11			
30 Nov. '04	26.7	1.8	16.8	24	38	534	Boston and Lowell	2,452,248	183,345	360,763	1,830,000	640,000	12,326	2,996,246	70.9	4,3,213	650,999	182,610	6	99			
30 Nov. '04	74.3	8.8	51.1	36	78	720	Boston and Maine	3,884,161	476,975		4,076,974			4,911,728	164.3	737,505	1,272,600	443,332	8	114			
30 Nov. '04	47.0	7.0	32.5	26	43	256	Boston and Providence	2,958,000	202,000		3,160,000	27,720		3,608,159	61.8	457,640	1,117,340	393,908	9	125			
30 Nov. '04	44.6	24.0	60.8	32	69	309	Boston and Worcester	4,062,584	437,416	100,000	4,500,000		229,061	5,557,510	83.6	638,622	1,471,985	487,864	10	124			
30 Nov. '04	46.0	1.1	2.7	7	15	41	Cape Cod Branch (par 60)	907,760	123,866		681,666	102,900		1,103,581	47.1	82,108	161,203	78,265	6	60			
30 Nov. '04	50.0	2.4	9.6	12	23	158	Connecticut River	1,614,376	187,560		1,591,100	250,000		2,079,944	52.4	223,318	472,321	165,932	6	100			
30 Nov. '04	44.2	30.5	27.5	31	74	459	Eastern	3,966,179	529,765	264,102	3,155,000	1,667,200	237,200	5,059,400	89.0	527,236	1,040,189	460,423	6	96			
30 Nov. '04	51.0	42.5	75.8	26	36	457	Fitchburg	3,189,851	350,149		3,540,000			3,846,885	93.4	434,622	868,352	309,341	8	104			
30 Nov. '04	12.4	2.3					Lowell and Lawrence	382,833	30,275		200,000	75,000		3,374	366,912		Oper. by Boston & Lowell						
30 Nov. '04	14.5	17.2		10	17	240	Nashua and Lowell	568,919	95,684		600,000		50,466	809,362	71.0	185,647	291,618	63,019	8	115			
30 Nov. '04	20.1	1.5	1.2	4	17	66	New Bedford and Taunton	460,527	46,018	14,000	500,000	219,500		719,500	36.7	54,272	220,820	43,527	7	107			
30 Nov. '04	33.0	0.7		5	6	25	N. York and Boston Air Line	1,314,916	82,880		788,047	107,920	187,590	2,048,537	36.7	94,748	83,492			10			
30 Nov. '04	98.6	8.8	27.5	26	66	488	Old Colony and Fall River	3,923,876	334,503		3,609,600	452,000	451,350	4,512,950	107.3	510,010	964,090	469,932	8	105			
30 Nov. '04	43.4	1.0	14.9	14	18	163	Providence and Worcester	1,499,307	213,183		1,700,000			1,700,000	44.4	236,408	470,978	159,118	8	140			
30 Nov. '04	16.9		1.7	3	4	197	Salem and Lowell	382,470	81,543		243,305	226,900	727	470,931		Oper. by B. & L. Co.	17,500			1			
30 Nov. '04	6.1						Troy and Greenfield				923,942	979,308		—		Surrendered to the Common wealth.							
30 Nov. '04	69.3	8.0	5.5	11	13	180	Vermont and Massachusetts	3,057,916	207,343	248,495	2,214,225	924,960		3,932,547	77.3	151,327	342,297	134,363		43			
30 Nov. '04	156.1	17.3	125.6	75	63	1,149	Western (incl. Alb. & W.S. etc.)	10,175,943	1,095,713		5,150,000	6,267,520		14,986,959	218.0	1,430,223	2,996,854	1,178,712	10	129			
30 Nov. '04	45.7		9.8	10	13	163	Worcester & Nashua (par 83)	1,088,898	116,000		1,141,000	76,000	51,390	1,268,390	45.7	194,712	338,285	137,605	7	96			
NEW HAMPSHIRE.																							
31 Mar. '05	93.5		5.6	14	10	232	Boston, Concord and Montreal	2,550,000			1,800,000	1,050,000		3,141,091	93.5		408,388	141,407		62			
30 Nov. '04	53.6		8.0	18	16	246	Cheshire	2,476,846	322,266		2,058,925	685,400		2,969,852	53.6	338,025	382,183	130,645	2				
31 Mar. '03	34.5			21	22	494	Concord (par 50)	1,500,000			1,500,000			1,564,506	61.3		470,078	125,286	7	60			
31 Mar. '03	29.3						Manchester and Lawrence	1,065,345			1,000,000	12,300	20,904		operated by Concord R. R.			83,524	7	106			
31 Mar. '03	29.3						Merrimack and Conn. Rivers	698,258			595,588	568,000			52.7		37,791	11,913					
31 Mar. '03	69.2	12.0	12.5	24	14	424	Northern New Hampshire	3,068,400			3,068,400	220,700	59,114	3,248,214	82.0		386,846	163,718	4	85			
30 Apr. '03	24.7		2.2	5	2	50	Sullivan	1,480,730			500,000	750,000	277,210		24.7		81,121	13,183					
NEW JERSEY.																							
31 Dec. '04	64.2	11.0	8.1				Belvidere Delaware	3,336,285			997,112	2,108,000	252,584	3,443,097	75.2		501,886	146,101					
31 Dec. '04	63.9	32.3					Camden and Amboy	8,502,296		4,304,131	6,472,406	10,264,463			124.2		5,799,980	1,140,788	35	127			
31 Dec. '04	60.2						Camden and Atlantic	1,881,414			1,062,243	1,035,276	123,920	2,221,449	60.2		231,466	71,106		6			
31 Dec. '04	64.0	26	64.0	59	34	908	Central of New Jersey	9,203,924	1,078,538		6,500,000	2,000,000		9,764,509	90.0	948,218	2,587,184	1,305,630	20	120			
31 Dec. '04	53.0						Morris and Essex	4,057,275		55,000	3,041,950	1,654,500	31,200	4,536,916	63.0	270,000	570,764	171,756	7	80			
31 Dec. '04	33.3						New Jersey	3,799,890	492,000	1,649,022	4,397,800	635,000	145,000	5,960,452	83.8	610,427	1,563,607	777,626	10	135			
31 Dec. '04	21.3						Northern New Jersey	452,116			158,800	260,000	45,072	463,872	21.2	99,787	146,936	29,200					
31 Dec. '04							Raritan and Delaware Bay	2,596,481			2,369,700	1,534,000	544,426	4,440,226			229,476			65			
31 Dec. '04	18.2						Warren	2,008,300			1,408,300	600,000		2,608,300	18.2		290,022	130,510	6	46			
31 Dec. '04	28.5						West Jersey	1,461,219			588,400	700,000		1,2-8,400			207,952	91,547					
NEW YORK.																							
30 Sep. '04	36.0		2.0	104.0	5	10	53	Albany & Susquehanna	2,029,311	126,847		1,347,192	816,739	26,350	2,156,158	36.0	29,820	97,861	42,379				
30 Sep. '04	48.9	3.1			8	140	Atlantic and Great Western	2,651,285	389,059		919,153	1,777,500	155,417	3,039,343	49.9	166,207	458,441	80,873					
30 Sep. '04	142.0	13.0			28	41	Buffalo, New York and Erie	3,369,088			850,000	2,395,000	1,070	3,369,088	109.3	640,814	1,030,232			108			
30 Sep. '04	88.3	18.5			35	35	Buffalo and State Line	2,267,888	516,576	189,900	2,200,000	1,200,000		3,680,000	88.3	645,234	1,945,466	769,028	10	200			
31 Dec. '04	460.0	97.0	386.5		276	114	Erie	42,316,853		4,104	24,935,800	17,823,400	1,067,083	48,045,234	807.0	6,916,324	13,439,643						

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies nil. Running dots (....) signify "not ascertained." Land-Grant Railroads are in *italics*.

Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.				
	Main Line.	Lateral and Branch Lines.	2nd Track and Siding.	Road in progress or projected.	Engines.	Cars.			Property and Assets.					Liabilities.					Gross.	Net.	Dividends.	Price of shares.	
						Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.						
M.	M.	M.	M.	No.	No.	No.																	
PENNSYLVANIA.																							
31 Dec. '23	93.0	25.0	11.0	19.0	28	6	406	Atlantic and Great Western	5,634,039	*		1,763,506	3,856,000		5,634,039	100.0		369,215	171,286				
31 Oct. '24	65.0	2.0	7.0		21	13	438	Catawissa	3,634,000	*		3,350,000	284,000		3,634,000	143.0	316,747	380,489	149,018				
31 Oct. '24	52.0		9.7		12	13	82	Cumberland Valley	1,311,037	*		966,900	373,600		1,335,500	74.0	176,968	394,952	193,901	8	15		
31 Oct. '24	113.0		57.0		77	20	5,214	Del., Lackawanna and West'n	7,295,995	2,324,490		6,832,950	3,491,500	606,321	10,930,771	204.5	1,622,327	1,864,948	721,782	20	148 1/2		
31 Oct. '24	36.0	1.7	7.7		8	7	71	East Pennsylvania	1,259,164	132,946		604,190	598,400	8,299	1,210,889	37.7	153,041	333,600	202,009				
31 Dec. '24	78.0		10.0		16			Elmira and Williamsport	2,027,552	*		1,000,000	1,020,000		2,620,000	78.0	308,770	656,518	43,741	24	30		
31 Oct. '24	18.5		6.0					Erle and Northeast	700,000	*		600,000	400,000		1,000,000	18.5	163,520	486,788	189,007	10			
31 Oct. '24	81.0		2.3		5	9	153	Erle and Pittsburg	1,588,378	192,500		256,500	900,000	637,386	1,784,386	81.0	71,880	163,502	65,466				
31 Oct. '24	36.0	18.0	17.7					Harriburg and Lancaster	1,882,550	*		1,182,550	700,000		1,882,550	64.0	oper. by Penn. R.R. Co.	R.R. Co.	7	56			
31 Oct. '24	32.0		1.3	44.0	3	3	12	Hempfield	1,616,458	41,341		1,809,565	1,000,000	100,000	2,909,565	32.0	21,760	50,103	7,966				
31 Oct. '24	43.5	14.5	11.0	6.0	15	4	126	Huntingdon and Broad Top	2,012,243	*		1,325,992	1,383,427	268,281	2,977,700	58.0	305,743	335,280	143,472	20 1/2			
31 Oct. '24	80.0		34.0		119	164	1,380	Lackawanna and Bloomsburg	3,160,408	465,406		1,335,000	2,024,578	149,014	3,508,592	80.0	356,571	698,596	301,041				
31 Oct. '24	70.0	17.5	53.0		61	4	2,713	Lehigh Valley	7,433,706	1,739,410		6,627,050	1,477,000	17,532	8,121,582	87.5	602,028	2,280,282	1,452,154	20	63		
31 Oct. '24	28.3	5.0	8.0					Little Schuylkill	1,371,888	*		2,646,100	960,000	61,152	3,667,252	oper. by Reading R.R.				6	29		
31 Oct. '24	130.5		63.3		31			Mine Hill and Schuylk. Haven	3,700,000	*		3,700,000			3,700,000					7 1/2	56		
31 Oct. '24	55.8	14.2	13.3		20	28	674	North Pennsylvania	5,550,418	517,375		3,150,150	3,105,705		6,255,855	69.8	320,638	741,977	346,401		25		
31 Dec. '24	300.3	56.1	319.0		290	173	4,926	Pennsylvania	27,639,576	3,336,815	5,004,810	19,880,000	16,684,840		43,520,356	356.9	5,846,778	14,759,627	4,065,113	10	57		
31 Oct. '24	17.0	8.0	22.0		18	45	101	Phila., Germantown & Norristown	1,139,079	282,399		1,354,100	315,500		1,673,100	24.0	253,789	423,147	207,898	8	57		
31 Oct. '24	237.3		29.1					Phila. and (Sunbury) Erie	15,760,623	*		5,018,054	9,940,000		10,500	14,968,554	oper. by Penn. R.R. Co.			23			
30 Nov. '24	152.0	46.8	206.5		216	81	14,069	Philadelphia and Reading	18,998,276	5,736,480	734,788	20,722,323	7,271,879		27,716,253	509.5	3,328,229	9,280,341	3,081,160	15	53 1/2		
31 Oct. '24	28.2		24.3					Philadelphia and Trenton	990,404	*		990,200	250,000		1,240,200	28.2	175,447	624,006	477,658	10	145 1/2		
31 Oct. '24	96.0		81.6		41	100	964	Phila., Wilmington and Balt.	9,349,300	*		8,647,300	692,000		9,349,300	197.0	839,238	2,065,580	1,226,200	10	65 1/2		
31 Dec. '24	59.5		7.2	89.5	12	11	82	Pittsburg and Connelleville	2,277,456	163,004		1,770,414	1,500,000	69,233	3,666,817	72.0	256,176	316,723	101,569		94		
31 Dec. '24	468.3		108.5		197	99	2,090	Pittsb'g, Ft. Wayne & Chicago	21,164,308	*		8,181,126	12,657,600		23,942,670	468.3	3,940,773	1,130,466	3,010,067	10	60		
31 Dec. '24	28.0		6.2					Shamokin Valley & Pottsville	1,178,773	112,824		500,000	791,597	Leas'd to North'n Cen.	87,070	226,318		107,400		10	40		
31 Oct. '24	26.4		8.3		7	18	28	Westchester & Philadelphia	1,313,526	102,983		684,036	1,009,096	162,312	1,855,443	26.4	118,698	273,232	149,817				
31 Oct. '24	29.6		3.6		6	4	362	Tioga	802,253	165,584		391,800	872,000	1,343	963,137	29.6	95,566	298,338	211,317	8	43		
RHODE ISLAND.																							
31 Aug. '24	50.0		2.0		16	16	103	N.Y., Providence and Boston	2,158,000	*		1,508,000	250,000		1,508,000	62.0	321,000	587,587	254,508	12	120		
SOUTH CAROLINA.																							
31 Dec. '23	54.9				47.4	4	3	Charlotte and Savannah	801,615	34,372	250,000	708,265	196,266	197,905	1,069,536	51.9		288,263	151,536	6			
31 Dec. '23	109.6				13	9	176	Charlotte and South Carolina	1,719,045	*		1,301,000	384,000		1,685,000			288,263	151,536	6			
1 Jan. '24	143.2	21.3						Greenville and Columbia	2,439,769	324,161		1,429,008	1,145,000	245,546	1,674,554			341,100	125,871				
28 Feb. '24	102.0							North-Eastern	2,011,662	*		985,743	960,410	108,172	2,067,325	102.0		220,014	96,145				
31 Dec. '23	136.0	106.0			62	69	790	South Carolina				2,643,533						1,499,636	701,943	7			
TENNESSEE.																							
30 Sep. '20	47.6				12	10	171	Central Southern (Tenn.)	1,021,439	53,183		506,214	514,000	99,110	1,137,707	47.6		29,967	19,187				
1859	30.0		1.8					East Tennessee and Georgia	3,637,387	*		1,289,678	2,020,000	200,000		1,400		318,718	187,466				
1859	140.0		8.0		10	10	128	East Tennessee and Georgia	2,310,033	154,264		686,654	1,902,000	390,407	1,803	150,142	297,806	149,167					
1859	271.6	19.4	20.0		43	37	667	Memphis and Charleston	5,566,578	878,099	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0		1,635,096	573,597				
1859	271.6	16.0	20.0		8	9	242	Memphis and Ohio	2,259,267	141,144		670,000	1,561,000	145,000									
1859	100.0		30.6	55.3				Memphis, Clarksv. & Louisa	2,000,000	100,500		298,721	740,000										
1859	59.0				40	7	5	Mississippi and Tennessee	1,137,400	*		798,285	554,949	319,618		59.4	69,370	177,256	60,029				
1859	47.4		2.3		4	5	46	Mississippi Central and Tenn.	892,710	82,908		817,447	632,500	22,869		47.4	54,175	83,129	44,666				
1859	34.2		7.0		12	2	4	McMinnville and Manchester	533,807	54,516		144,594	406,000	5,000		34.2	30,066	23,908	13,992				
30 Nov. '20	149.7	44.0	7.9		39	17	319	Nashville and Chattanooga	3,632,582	*		2,056,544	1,731,000		159.0		734,118	337,334	6				
1859								Nashville and Northwestern	76,016	76,016		595,922	860,000	204,544		45.8	67,950	127,953	87,243				
1859	30.0		0.6		11.7	5	5	Tennessee and Alabama				216,962	413,000	408,477		30.0		1,248					
TEXAS (all aided by State).																							
-- '58	82.0				158.0			Buffalo Bayou, Braz. & Col'do								32.0							
-- '58	60.0				184.0			Galveston, Houston & Henderson								56.0							
-- '60	60.0				1.5	75.0	1	Houston and Brazoria	1,250,000	*		275,000	200,000	171,550		50.0	51,300	32,670					
1 May '20	70.0		6.0	280.0	2	7	5	Houston and Texas Central	4,232,345	*		455,000	975,000	369,000		70.0	102,200	232,346	196,568				
-- '59	25.0				110.0			San Antonio & Mexican Gulf								25.0							
VERMONT.																							
31 May '24	110.3		6.6		9	13	202	Connect. & Passumpsic Rivers	2,842,741	*		1,650,000	800,000		3,036,238	90.7	139,877	308,550	167,430				
31 Aug. '23	119.6		16.0		26	25	558	Rutland and Burlington	3,991,705	556,275		2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163				
31 Aug. '23	62.5	2.0	4.9		10	9	240	Rutland and Washington	950,000	256,683		1,097,000											
31 May. '23	117.0	2.0	21.0		42	46	841	Vermont Central	8,402,056	*		5,000,000	3,500,000	1,500,000	10,000,000	117.0	836,209	941,045	262,887				
31 May. '23	47.0	8.5	4.1	9.7				Vermont and Canada	1,687,500	*		1,687,500					oper. by Vt. Central				8	96	
30 Jun. '23	23.7		0.9		4	6	39	Vermont Valley	1,212,274	89,612		516,164	798,200		1,301,886	23.7	48,995	61,267	20,451				
30 Jun. '23	59.0	5.5	3.6																				

PREFERRED AND GUARANTIED R. R. STOCKS.

RAILROADS.	Amount of shares outstanding.	Div'ds			Market Price.
		Rate.	Paid.	Price.	
Atlantic & St. Lawrence (guarant'd).	2,494,900	8	6	---	---
Baltimore and Ohio, (pref.)	3,000,000	7	7	---	---
Berkshire (guaranteed)	600,000	7	7	---	---
Boston, Concord & Montreal (pref.)	1,340,400	6	---	70 1/2	---
Buffalo, N. Y. & Erie, (guaranteed)	850,000	7	---	---	---
Camden & Atlantic (preferred)	620,800	7	---	26	---
Catawissa (preferred)	1,150,000	7	---	28	---
Chemung (guaranteed)	380,000	---	---	---	---
Cayuga & Susquehanna (guarant.)	343,500	---	---	---	---
Chester (preferred)	2,017,925	7	---	44	---
Chicago & Alton (preferred)	2,425,200	7	7	101	---
Chicago & Northwestern (pref.)	2,400,000	7	5 1/2	84	---
Coehecho (preferred)	177,750	8	---	---	---
Ok. & Pasmumpic Rivers, (pref.)	1,255,200	10	10	75	---
Cumberland Valley (1st preferred)	241,900	8	---	---	---
" (2d preferred)	243,000	8	---	---	---
Detroit & Milwaukee (preferred)	1,500,000	---	---	---	---
Dubuque & Sioux City (preferred)	1,987,114	7	3 1/2	72	---
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	---	---
Elmira & William-port (preferred)	500,000	---	---	---	---
Erie (preferred)	8,535,700	7	7	45	---
Hannibal & St. Joseph (preferred)	5,253,856	7	---	50	---
Harrisburg & Lancaster (guar.)	1,182,100	7	---	---	---
Housatonic (preferred)	1,180,000	8	8	104	---
Indianapolis & Madison (pref.)	407,900	8	---	---	---
Kennebec & Portland (preferred)	372,000	6	---	---	---
Lackawanna & Bloomsburg (pref.)	500,000	---	---	---	---
Marquette & Cincinnati (1st pref.)	6,205,475	7	3	50	---
" (2d pref.)	3,819,772	7	3	22	---
Michigan S. & N. Indiana (guar.)	2,183,000	10	10	130	---
Mil. & Prairie du Chien (1st pref.)	2,773,500	8	8	96 1/2	---
" (2d pref.)	1,014,000	7	7	80	---
Milwaukee & St. Paul (preferred)	2,255,000	7	---	82 1/2	---
New Haven & Northampton (guar.)	1,010,000	---	---	---	---
New York & Harlem (preferred)	1,000,000	8	---	---	---
Niagara Br. & Canandaigua (guar.)	1,000,000	6	---	---	---
Paterson & Hudson (guaranteed)	630,000	---	---	---	---
Paterson & Ramapo (guaranteed)	248,000	---	---	---	---
Peoria & Bureau Valley (guar.)	1,200,000	---	---	---	---
Philadelphia & Reading (pref.)	1,551,800	7	---	---	---
Philadelphia & Trenton (guar.)	1,000,000	---	---	---	---
Pitts. Ft. Wayne & Chicago (pref.)	2,000,000	7	7	88	---
Pittsfield & North Adams (guar.)	450,000	6	6	100	---
Port, Saco & Portsmouth (guar.)	1,500,000	6	6	---	---
Rutland & Burlington (preferred)	382,700	8	---	---	---
" (preferred)	608,176	6	---	---	---
St. L. Alton & Terre Haute (pref.)	1,700,000	6	7	66 1/2	---
Toledo & Wabash (preferred)	984,700	7	7	60	---
Toledo, Peoria & Warsaw (1st pref.)	1,621,784	---	---	---	---
" (2d pref.)	904,478	---	---	---	---
Troy & Greenbush (guaranteed)	274,400	6	6	52 1/2	---
Vermont & Canada, (guaranteed)	1,600,000	8	---	---	---
Warren (guaranteed)	1,403,300	7	7	---	---
White Mountains (guaranteed)	200,000	5	5	---	---
Wrightsv. Y. & Gettysburg (guar.)	317,050	2	2	---	---

CANAL AND NAVIGATION BONDS.

DESCRIPTION OF BONDS.	Amount outstanding.	Interest.	Payable.	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	\$2,657,343	6 J. & J.	1886	95	
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6 Qrtly.	1870		
" " sterling	4,375,000	6	1890		
Preferred bonds	1,700,000	0	18		
Delaware Division:					
1st Mortgage	800,000	6 J. & J.	1878	95	
Delaware & Hudson:					
1st Mortgage	600,000	6 J. & D.	1865	110	
2d Mortgage	600,000	6 M. & S.	1870		
Delaware & Raritan:					
See Camden & Amb. R.R.					
Erie and Penn.:					
1st Mortgage	752,000	7 J. & J.	1866		
Interest Certificates	161,990	6	1868		
Lehigh Navigation:					
1st Mortgage	414,008	6 M. & S.	1870	95	
Six per cent. Loan	2,432,274	6 A. & O.	1884	94	
Monongahela Navigation:					
1st Mortgage	125,000	6 J. & J.	1863		
2d Mortgage	57,000	6	1866		
Morris:					
1st Mortgage	435,500	6 A. & O.	1876	92	
2d Mortgage	295,750	6	1870	90	
North Branch:					
1st Mortgage	500,000	6 M. & N.	1876	40	
Schuylkill Navigation:					
1st Mortgage	1,764,550	6 M. & S.	1872	87	
2d Mortgage	3,980,670	6 J. & J.	1882	79	
Improvement	568,500	6 M. & N.	1876	70	
Susquehanna & Tide Water:					
Maryland Sterling Loan	816,000	6 J. & J.	1865		
Md. stg. loan converted	200,376	6	1866		
Mortgage bonds	995,000	6	1878	45 1/2	
Preferred Interest b'ds.	227,569	6	1878	27	
Union, (Pa.)					
1st Mortgage	2,500,000	6 M. & N.	1883	22	
West Branch & Susquehanna:					
1st Mortgage, 4 1/2% fund	450,000	6 J. & J.	1878	90	
Wyoming Valley:					
1st Mortgage	650,000	6 J. & J.	1878	98	

CANAL AND NAVIGATION STOCKS.

COMPANIES.	Par of Shares.	Amount of Stock.	Dividends.	Market Price.
CANAL AND NAVIGATION STOCKS:				
Chesapeake and Delaware	100	1,543,563	5 1/2	---
Chesapeake and Ohio	100	8,224,595	---	---
Delaware Division	100	1,633,350	30 1/2	---
Delaware and Hudson	100	10,000,000	10 1/4	---
Delaware and Raritan	100	2,298,400	10	---
Erie of Pennsylvania	50	58,000	---	---
Illinois and Michigan	50	4,282,950	6 5/8	---
Lehigh Navigation	50	726,800	3	---
Monongahela Navigation	100	1,025,000	5 85	---
Morris, (consolidated)	100	1,175,000	10 120	---
" (preferred)	100	---	---	---
North Branch	100	---	---	---
Sault Ste Marie	100	1,932,457	26 1/2	---
Schuylkill Navigation (consolid.)	50	2,722,607	3 1/2	---
" (preferred)	50	---	---	---
Susquehanna and Tide Water	50	2,048,260	8 1/2	---
Union	50	2,750,000	2 1/2	---
West Branch and Susquehanna	100	1,000,000	6 25	---
Wyoming Valley	50	700,000	16 52	---

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.	
IRON—Durr: Bars, 1 to 1 1/2 cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1 1/2 cents per lb.; Sheet, Band, hoop and Scoll, 1 1/2 to 1 3/4 cents per lb.; Pig, 99 per ton; Polished Sheet, 3 cents per lb.	
Pig, Scotch, No. 1, (cash)..... per ton 45 @ 48 —	
Pig, American, No. 1..... 43 @ 45 —	
Bar, Swedes, assorted sizes..... (in gold)..... @ 92 50	
Bar, Swedes, assorted sizes..... (STORE PRICES).....	
Bar, English & American, Refined..... @ 165 —	
Bar, English & American, common..... @ 115 —	
Scoll, English..... @ 105 —	
Ovals and Half round..... @ 190 —	
Band, English..... @ 140 —	
Horse Shoe..... @ 145 —	
Rods, English..... @ 140 —	
Hoop, English..... @ 180 —	
Nail Rod..... per lb. 9 1/2 @ 10 1/2	
Sheet, Russia..... per lb. 24 @ 25 —	
Sheet, English, Single, Double and Treble..... @ 6 1/2 @ 9 1/2	
Sheet, Am., Single Double and Treble..... @ 6 1/2 @ 9 1/2	
Rails, English..... (gold)..... per ton 56 @ 57 —	
Rails, American..... 80 @ 82 —	
STEEL—Durr: Bars and Ingots, valued at 7 cents per lb. or under, 2 1/2 cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3 1/2 cents per lb. and 10 per cent. ad. val.	
English, Cast..... (1st & 2d qty.)..... per lb. 19 @ 24 —	
English Spring..... (1st & 2d qty.)..... 12 @ 14 —	
English Blister..... (1st & 2d qty.)..... 13 @ 20 —	
English Machinery..... 14 @ 16 —	
German..... 15 @ 17 —	
American, Blister..... 12 @ 14 —	
American, Cast, Hammered..... 20 @ 22 —	
American, Cast, Rolled..... 13 @ 16 —	
American Spring..... 12 @ 14 —	
American Machinery..... 13 @ 14 —	
Milan (in bond)..... @ —	
COPPER—Durr: Pig, Bar and Ingot, 2 1/2; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 18 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3 1/2 cents per lb.	
Sheathing, New..... (suits)..... per lb. @ 45 —	
Sheathing, Yellow..... @ 30 —	
Pig, Chile..... @ —	
Boils..... @ 45 —	
Braziers..... @ 45 —	
American Ingot..... (cash)..... 30 1/2 @ 32 —	
LEAD—Durr: Pig, 2 per 100 lb.; old Lead, 1 1/2 cents per lb.; Pipe and Sheet, 2 1/2 cents per lb.	
Galena..... per 100 lb. @ —	
Spanish..... 9 35 @ 9 50	
German Refined..... 9 35 @ 9 50	
English..... 9 35 @ 9 50	
Bar..... per lb. @ 11 —	
Pipe and Sheet..... @ 15 —	
TIN—Durr: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terno Plates, 2 1/2 cents per lb.	
Banca..... per lb. @ 28 1/2	
Straits..... 27 1/2 @ 27 1/2	
English..... 24 1/2 @ —	
Plates, Charcoal I. C..... per box @ 15 —	
Plates, I. C. Coke..... 11 @ 13 —	
Terno, Coke..... 10 75 @ 11 —	
Terno, Charcoal..... 14 50 @ 15 —	
NAILS—Durr: Cut 1 1/2; Wrought 2 1/2; Horse Shoe 5 cents per lb. (Cash.)	
Cut, 4d. @ 6d. (cash)..... per 100 lb. 6 @ —	
Cinch..... (cash)..... 7 @ 7 50	
Horse Shoe, Forged..... (cash)..... per lb. @ 32 —	
Wrought, English..... (cash)..... @ 50 —	
Ausable Horse, Norway Iron, Forged..... @ 55 —	
Zinc Nails..... (6 mos.)..... @ 20 —	
PETROLEUM—Durr: Crude, 20 cents; Refined, 40 cents per gallon.	
Crude, 40 @ 47 gravity..... 32 @ 32 1/2	
Ref'd, free L.S. to pr. Wh. (110 @ 120 test)..... 72 @ 74 —	
Ref'd, in bd. L.S. to pr. Wh. (110 @ 120 test)..... 54 @ 55 —	
Naptha, Refined (60 @ 63 gravity)..... 45 @ 46 —	

New York Stock Exchange.
Actual Sale Prices for the week ending Sept. 6.

	Th 31.	F. 1.	Sat 2.	M. 4.	Tu. 5.	We 6.
Atlantic M. S. S. Co.....	148	148	148	150		
At. & Gt. W. (O) 1st m't.....						
Buffalo, N. Y. & K., 1M.....						
California 7s.....						
Canion Co.....		40½	40½	40½	39½	39½
Central Am. Transit.....				96		
Chicago & Alton.....						
" " pref.	97		97½			190
" " 1 M.....				95½		
" " Inc. b'ds.....					87	
Chicago, Burl. & Q.....		112			120	118
" " 8 p.c.....			111			
Ohio. & Northwest.....	28½	28½	28½	29½	29	23½
" " pref.	63½	63½	63½	64	64	63½
" " 1st M.....	80½		80	80	80	80
" " 2d M.....						
" " S. F.....						
" " A. B.....						
" " I. B.....						
Chicago & Rock Isl.....	108½	108½	109	110	110½	110
" " 1st M. 70.....						
Olev., Col. and Cin.....				125		
Olev. and Pittsburg.....	72½	72½	72½	73½	73½	73
" " 2 M.....						
" " 3 M.....						
" " 4 M.....						
Olev. and Toledo.....	101	102	102	103½	104½	104½
" " S. F. 7 p.c.....						
Cumberland Coal, pref.....	43½	43½	43½	45	45	43½
Del. & Hudson Canal.....	141			142½		142
Del., Lack. & West.....						
" " 1M. 8 p.c. 71-5.....						
" " 2M. 8 p.c. 81.....						
Erie.....	86½	86½	86½	90	91½	88½
" " pref.			82	86	83	89½
" " 1 M. 7 p.c. 67.....					102½	
" " 2 M. 7 p.c. 79.....						
" " 3 M. 7 p.c. 83.....						
" " 4 M. 7 p.c. 80.....	94			95	95½	
" " 5 M. 7 p.c. 88.....						
Galena and Chicago.....						
" " 1M. 7 p.c. 82.....						
Hann. & St. Joseph.....						80
" " pref.						
" " bonds.....						
Hudson River.....	110	110	109½	110	111½	110
" " scrip.....						
" " 1M. 7 p.c. 69.....						
" " 2M. S. F.....						
" " 3M. 7 p.c. 75.....						
" " conv. bonds.....						
Illinois Central.....	124½	124½	124½	125	124½	124½
" " Can. b'd. so.....						
" " bonds.....				112½		
Marletta & Cin. 1st pref.....			43		50	60
" " 2d.....			25			
" " 1st mort.....						
Mariposa Mining Co., 11½	13	12½	12½	12½	12½	12½
Michigan Central.....	107½	109½	109½	110	108½	109½
" " S. F. 8 p.c. 82.....	111				113	
" " conv. 8 p.c. 69.....						
M. S. and N. I.....	65½	66	65½	67	66½	66½
" " guard.....						
" " 1M. S. F. 90½						
" " 2 M.....					90	
Mil. and P. du Chien.....	49½	49	49½	48½	49½	48½
" " 1st pref. 95			96½			
" " 2d pref. 80		80				
" " 1st M.....						
Minnesota Mining Co., 11½						29½
Miss. & Mo.....						
" " L. G. bonds.....						
Missouri 6s.....			72	72		71
" " 1st. to H. & St. J. R.....		78			80	
" " Pacific.....						
New York Central.....	92½	93	92½	93½	93½	93
" " Real Estate.....						
" " 7s. S. F. 76.....		100				
" " 7s. conv. 76.....						
" " 6s. S. F. 83.....						
" " 6s. S. F. 87.....						
N. York & Harlem.....						
" " pref.						
" " 1M. 7 p.c. 78						102½
" " 2M. 7 p.c. 64						
" " 3M. 7 p.c. 67						
North Carolina 6s.....	72	71½				72
Ohio & Miss. cer.....	24½	28	28½	30	28	29
" " pref.			70			
Pacific Mail S. S. Co.....						29½
Panama.....						
Penn's Coal Co.....		106½	106½	107½	106	
Phila. and Reading.....	105½	107	107½	107½	107½	107½
Pitts. Ft. W. & Chicago.....	97½	98	97	98	98	98½
" " 1M.....		103				104
" " 2M.....						
" " 3M.....						
Quicksilver Mining Co., 53½	53½	53½	53½	53	52½	51½
St. L., Alton & T. H.....	36	35½	39	39	39½	
" " pref.		65		65		65
" " 1M.....						
" " 2M. pref.....					76½	
" " Inc. b'ds.....						
Tennessee 6s, 1890.....	74½	75	74½	74½	75½	76
Toledo & Wabash.....					40	
" " Pref.....						60
" " 1M. ex.....					85	88
" " 2M.....						77
" " Int. b'ds.....						
Virginia 6s.....						

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 6.

Th.31. F.1. Sat.2. M.4. Tu.5. W.6.

FEDERAL STOCKS:						
U. S. 5s, 1871, reg.	---	---	---	---	---	---
U. S. 5s, 1871, coup.	---	---	---	---	---	---
U. S. 5s, 1874, reg.	---	---	---	---	---	---
U. S. 5s, 1874, coup.	---	---	---	---	---	---
U. S. 5s, 1865, coup.	---	---	---	---	---	---
U. S. 5s, 10-40s, coup.	94½	94½	94½	94½	94½	94½
U. S. 5s, 10-40s, reg.	---	---	---	---	---	---
U. S. 5s, 1861, reg.	---	---	---	---	---	---
U. S. 5s, 1861, coup.	107½	107½	107½	108	108	108
U. S. 5s, 91, O. W. L. y.	---	---	---	---	---	---
U. S. 5s, 1861, " 47.	---	---	---	---	---	---
U. S. 5s, 1867, reg.	120	---	---	---	---	---
U. S. 5s, 1868, reg.	---	---	---	---	---	---
U. S. 5s, 1868, coup.	---	---	---	---	---	---
U. S. 5s, 1 year certif.	98½	---	---	---	---	---
U. S. 5s, 6-20s, coupon 106½	107	107	107½	107½	107½	107½
U. S. 5s, 6-20s, new 106	105	105	105½	105½	105½	105½
U. S. 5s, " reg.	105½	---	---	---	---	---
7.30 Notes, 1st series.	99½	---	---	---	---	---
" " 2d series.	99½	---	---	---	---	---
" " 3d series.	99½	---	---	---	---	---
American Gold.	144½	---	---	---	---	---

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Sept. 5.

W.30. Th.31. F.1. Sat.2. M.4. Tu.5.

Cattawissa	13	13½	13½	15½	15
" " preferred	26½	26½	26	27½	28
Camden & Amboy	---	127½	---	127	---
" " 6s, '70	---	---	---	---	---
" " 6s, '75	---	---	---	---	---
" " 6s, '83	---	---	---	88½	---
" " 6s, '89	100	---	---	100½	---
Ches. & Del. Canal 6s '89	---	---	---	---	---
Del. Div. Canal	30½	---	---	---	---
Elmira & W. report	---	---	---	---	---
" " pref.	---	---	---	---	---
" " 7s	---	---	---	---	---
Harrisburg	---	---	---	---	---
Lehigh Navigation	---	59	---	59½	---
" " 6s, '70	---	---	---	---	---
" " 6s, '84	---	---	95	95	63
Lehigh Valley R. R.	93	---	---	---	---
Little Schuylkill R. R.	---	---	---	---	---
" " 7s	---	---	---	---	---
Long Island	---	---	---	---	---
" " 6s	---	---	---	---	---
Minehill	55½	55½	55½	56	---
Morris Canal	---	---	---	---	---
" " pref.	120	---	---	---	---
" " 6s '76	---	---	---	---	---
North Pennsylvania	25	---	---	---	---
" " 6s	---	---	---	---	---
" " 10s	---	---	---	---	---
Northern Central	44½	---	---	---	---
Pennsylvania R. R.	57½	57½	57½	57½	---
" " 1st m.	---	104½	---	---	---
" " 2d m. 101	101	---	---	---	---
Penn. State, 5s	90½	90½	---	---	---
" " 5s, coupon	---	---	---	---	---
" " 6s, W. L.	---	101	100	100	---
Philadelphia City, 6s	88	---	---	---	---
" " new 91½	91½	91½	91½	91½	91½
Philad. Germ. & Nor.	52½	52½	53½	53½	53½
Phila. & Reading	52½	52½	53½	53½	53½
" " 6s, '86	---	---	---	110	---
" " 6s, '70	---	---	---	---	---
Philadelphia & Erie	---	---	---	22	23
" " 6s	---	94	94	94	---
Philad. & Sunbury, 7s	---	---	---	---	---
Schuylkill Navigation	24	25	26½	28½	---
" " pref.	---	34½	34½	34½	34½
" " 6s, '82	---	---	---	---	---
" " 6s, '76	---	---	70	---	---
" " 6s, '72	---	---	---	---	---
Susq. Canal	---	45½	---	---	---
" " 6s, '78	---	---	---	---	---
Union Canal, pref.	---	---	21½	---	22
" " 6s, '83	---	---	---	---	---
West Br. Canal 6s '78	---	---	---	---	---
Wyoming Valley Canal	51½	---	52	---	---
" " bonds	---	---	---	98	---
Arch street, (Horse)	---	---	---	---	---
Chestnut & Wal.	---	---	---	---	---
Green & Coates, "	---	---	---	---	---
Race and Vine, "	---	---	---	---	---
2d and 3d streets, "	---	---	---	---	---
Spruce & Pine, "	---	---	---	---	---

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Sept. 5.

W.30. Th.31. F.1. Sat.2. M.4. Tu.5.

Baltimore City 6s, 1875-101	---	---	101	---	---
" " 1885	---	---	---	---	---
" " 1870	---	---	---	---	99
" " 1890-101½	101	---	101	---	101½
Balt. and Ohio	---	---	---	117	117
" " b'ds, '82	---	---	---	---	---
" " " '87	---	---	---	---	---
" " " '75	100	---	---	100	---
" " " '80	---	---	---	---	---
" " " '85	---	---	---	---	---
Northern Central	---	---	---	---	44½
" " b'ds, '85	---	---	---	---	---
" " " '85	---	---	---	---	---

Boston Stock Exchange.

Actual Sale Prices for the week ending Sept. 6.

Th.31. F.1. Sat.2. M.4. Tu.5. W.6.

Boston and Lowell	---	98½	---	---	99
Boston and Maine	---	114	---	---	---
Boston and Providence	---	125	---	---	125
Boston and Worcester	---	---	---	---	---
Cheshire, pref.	---	---	---	---	---
Concord	---	---	---	---	60
Connecticut River	---	---	---	---	---
Eastern, Mass.	98	96½	---	96½	---
Eastern, N. H.	---	---	---	95	---
Fitchburg	---	---	---	104½	---
Manchester & Lowell	---	---	---	---	106
Michigan Central	---	---	---	---	---
Northern, N. H.	85	---	---	85	---
Old Colony and Fall R.	---	---	---	---	---
Ph. Wil. & Baltimore	65½	65	---	65½	65½
Port'd, Saco & Ports.	96	---	---	96	96
Vermont & Canada	99	---	---	98	96
Vermont & Mass.	43½	43	43	---	43
Western	128	123	---	120	---
Broadway (Horse)	---	---	---	---	---
Cambridge	---	94½	---	---	---
Metropolitan	---	---	---	49	49
Middlesex	---	---	---	---	---
Central Mining Co.	---	---	---	---	---
Copper Falls	24	23½	23½	23½	23½
Franklin	35½	36½	56	36½	37½
Huron	---	---	---	---	---
Ile Royale	10½	10½	10½	11	11½
National	---	---	---	---	---
Minnesota	10	---	---	9½	10
Pewabic	36	---	34½	35½	36
Pittsburg	---	---	62	---	---
Quincy	56½	55½	---	56	56½
Rockland	---	---	---	3½	---

London Stock Exchange.

The following were the closing prices for American Securities on the 23d of August:

Maryland 5s	62	to	64
United States 6s, 1881	69	to	69½
Do. 5s, 1874	48	to	50
Virginia State 5s	45	to	50
Do. 6 per cent.	38	to	37
Atlantic and Great Western,	---	---	---
N. Y. sec., 1st mort., 1880, 7 per cent.	72	to	74
Do. 2d mort., 1881	72	to	74
Pennsylvania, 1st mort., 1877	76	to	78
Do. 2d mort., 1882	70	to	72
Erie shares, \$100 (all paid)	53½	to	53½
Do. 7s, preference	40	to	42
Do. 7s, 1st mort., 1887	55	to	60
Do. 7s, 2d mort., 1879	55	to	60
Do. 7s, 3d mort., 1883	54	to	58
Do. 7s, 4th mort.	48	to	52
Do. 7s, 5th mort.	50	to	55
Illinois Central 6s, 1875	80	to	82
Illinois Central 7s, 1875	61½	to	61½
Do. do. \$100 shares, \$90 paid, dis.	43	to	42
Do. do. \$100 shares, all paid.	78½	to	79
Marietta and Cincinnati Railroad Bonds	66	to	68
Michigan Central 8s, Convertible, 1889	63	to	68
Do. do. S. F. 1st mort., do. '82, x. c.	60	to	65
Michigan S. and N. Indiana 7s, S. F., 1885	50	to	55
Do. do. do. \$100 shares.	---	---	---
New York Central 6s, S. F., 1883	53	to	55
Do. do. 7s, 1864	60	to	65
Do. do. 7s, S. F., 1876	60	to	65
Do. do. 7s, Convertible, 1876	50	to	55
Do. do. \$100 shares	55	to	60
Panama, 1st mortgage 7s, 1865	96	to	100
Do. 2d mortgage 7s, 1872	100	to	102
Pennsylvania, 1st mort., 6s, Convertible	83	to	85
Do. 2d mort., 6s, do.	83	to	85
Do. \$50 shares	35	to	40
Philadelphia and Reading, \$50 shares	33	to	35

American Railroad Journal.

Saturday, September 9, 1865.

Stock Exchange and Money Market.

Since our last we have been put in possession of the official statement of the condition of the Treasury department on the 31st ult.; and we but echo public opinion when we state that it is a most satisfactory document, and sustains the reputation of the Secretary as a man of clear perceptions, good judgment and eminent financial skill. It will have been noticed that it had been given out in advance by a class of journals whose principal object seems to be the disparagement of the National credit and resources, that we should have no statement at all, and it was even proposed he should be called to account for the probable neglect of his duty. It was also asserted by the same journals that the debt of the country was

rapidly increasing, and that by the fresh issue of compound interest notes the inflation of the currency was improperly kept up.

It now turns out that there was not a word of truth in these assertions. The Secretary's statement has disproved all these, and we have besides an explanation with regard to the issue of the compound interest notes which also disposes of that matter. It seems that a large amount of these notes had come into the possession of the Government at par as they had been passing, and that instead of reissuing them, others were substituted in their place, so that in the first place the interest on the old issue amounting to more than three hundred thousand dollars was saved and written off, and that the use of an equivalent amount payable at a future day had been retained. In our opinion this was a financial movement of a most opportune and judicious character, and shows the skill of the Secretary in a very striking way.

But a closer analysis shows the following gratifying results: The decrease in debt bearing interest in coin is \$352,450, and interest on the same \$21,247. The decrease in debt bearing interest in currency \$14,678,442, and in interest on the same \$1,209,593. The decrease in debt bearing no interest is \$13,030,290, and in that which interest has ceased \$24,100. It also appears that the aggregate decrease of debt is \$28,085,282. Aggregate decrease of interest on the same \$2,230,840. The decrease of currency in the Treasury is \$38,619,491. Increase of coin in the same \$10,097,914. Decrease of balance in the same is \$28,521,577. It will thus be seen that this result is in all respects a favorable one. The effect of this is plainly observed in the tone of the market. The Government is seen practically to have left it as a borrower; more than this, its specie balance is \$10,000,000 more than it was in July.

Connected with these facts is another, that our 5-20s have advanced in the foreign market, the customs for the week were three and a quarter millions, ten millions in gold are fully counted upon as the receipts of the present month, and we have over 100,000 bales of cotton in this port alone, the arrivals being 28,468 bales the week preceding the present one. In New Orleans the stock on hand at last date was about 90,000 bales. The receipts from internal revenue continue to be large, far beyond the expectations of the most sanguine. On Monday week the receipts were actually \$4,200,000 for that day, and now it is admitted in quarters that have for some time been saying hard things against the management in the Treasury department, that it is "in an easier position than there was reason not long since to suppose it would be at this time." An admission which should cause such prophets to cease their predictions. Again the same writers who have foretold a drain of specie, in fact a specie bankruptcy, now admit that in the Sub-Treasury we have a balance of 45½ millions in gold! We trust their apprehensions as well as those of our foreign critics, who have asserted that we could not meet our gold interest, will be allayed. We notice that attempts are being made to array popular feeling against the holders of United States securities, by the cry that they are the aristocracy of the country and should be looked upon with suspicion, when the fact is patent that

the last loans have been mostly taken in small amounts by individuals in moderate circumstances, by persons both male and female who have earned their money by labor, and who practise habitual economy. The object of this outcry is nothing more or less than repudiation, and we venture to say such a policy will overwhelm, and justly, any class of men who shall adopt it. The money loaned the Government has from first to last been loaned by the patriotic portion of the nation, and those who have thus far defended the integrity of the country will maintain it.

It appears that for the period between the 31st of December last and the 2d September inst., the foreign imports at this port have been \$125,250,992, against \$176,498,813 for the same time in 1864, showing a decrease in amount of \$53,247,831, and the exports of specie for the same period have been \$20,403,559, against \$32,166,744 the same time in 1864. At the same time and during the same, the receipts from California have been \$11,701,028, against \$7,779,452 in 1864, showing an increase of \$3,921,571. The customs paid in gold at this port from and including 1st of January last, have been \$61,001,937, and the gold interest paid during the same time \$24,120,376.

This shows power, resources and ability of the most reliable character, and when the Secretary's present statement gets to Europe, we cannot see why our National securities will not continue to advance. No country in the Old World can show any such record or balance sheet.

In looking over our last foreign files we find that in Great Britain it is now admitted that a large falling off in the crops of the season has taken place. The following extract from a leading London journal clearly shows this apprehension:

"A strange, fickle season for harvest operations is the present. From all parts of the country there are reports unfavorable to the prospect of a plentiful yield. In the markets wheat has advanced two, and in some cases three shillings per quarter during the past week, while the farmers are looking as anxiously for a few days of fine settled weather, as England but a short time since looked for the Great Eastern and news of the Atlantic cable. It is not for the purpose of creating alarm that we refer to this subject; but rather that possible evils awaiting us may be met manfully and as intelligent men should meet them. We are evidently menaced by two calamities. The first is a poor harvest, the second a scarcity of animal food. Our bread and our meat are threatened; and it is difficult to find graver matter for contemplation than this fact affords. Seldom has there been a more trying and ill-regulated year than the present. It has abounded in startling atmospheric phenomena, and sharp alternations of temperature. We have had great heats and intense colds within the twenty-four hours; we have had prolonged droughts, and soaking, destructive rains, while blights of a peculiar nature have swept over the fields and orchards, and injured or capriciously destroyed the fruits of the land.

"Throughout the United Kingdom generally, it is plain that the expectations of a month or so ago have in nowise been realized; and it is not too much to say that while wheat has thus suffered, oats and barley have on many lands experienced a similar visitation of evil. Thus, the prospects of the harvest home cannot be regarded with general satisfaction. Not even the known ability of Lord Palmerston's Government to perform all the beneficent offices for which it takes credit, can fill the granaries with food and make of a deficient harvest a good one. We are in the hands, not of the Whigs and Radicals, but of

Providence in this matter. Above all, we must look the entire matter in the face, and not blink truths that are plain to all who have their wits about them."

As this information corresponds with what we stated some weeks since, we consider it is to be relied upon and the consequence must necessarily be that our cereals and provisions must increase in demand abroad, and add materially to our foreign exports as well as affect the price of foreign exchange.

The Money Market continues easy, and we see no reason why it should not. There is undoubtedly more money afloat and in banks, saving and other institutions than can be advantageously employed in the opinion of capitalists. Enormous deposit balances are held by our city banks. The only visible direction just now which capital seems to take, is southward, in the establishment of new steamship lines which are increasing at an unusual rate, and all doing a good business. As European ships have not yet commenced making direct voyages to our Southern ports in any considerable numbers, so far, the business incident to them is almost exclusively confined at present to our own vessels, and of course much to their advantage. This trade is now entirely free and unshackled, and is pursued by our merchants and shippers with great activity. The rates of money continue to be moderate, yet we see occasional signs of a great want of it. Thus on Wednesday morning we noticed an advertisement of a person who offered to sell a good mortgage on city property for \$20,000, for \$15,000, because he could not wait the time necessary to obtain it by foreclosure.

There is a great opening for investment in several new railways and schemes of internal improvement, the projects being sure of being carried through at some future day if not now. Some of these are offering a high rate of interest in gold. If our railways were managed more for the public than operators in the street they would be more in favor.

In the Southern States there many roads which require renewal, and there are many gaps in long and important lines to be filled up. These deserve attention, since the return to a proper spirit of loyalty there might be much easier, if intercourse and communication should be more generally practicable in those fertile regions.

Railway shares command fair prices with a tendency to remain at present quotations. Good management would cause an advance quicker than anything else. A suspicion of the motives with which they are carried on, destroys the desire of large numbers of persons to hold property in them except for temporary purposes.

Gold remains very steady at about the same line it has held for some time past. There is no demand for shipment, but a considerable one for the customs. There are some who believe that if the Secretary of the Treasury should dispose of 10 millions of notes receivable for customs, and sell them for what they would bring after public notice, he could reduce the premium at once to 15 per cent. Others again maintain that it is of no consequence whether the premium remains where it is, or not, there being full compensation in the abundant means for the promotion of industry of all kinds. We have before us a letter from a Banker of wealth and reputation who maintains

this doctrine, but which we cannot accept. In illegitimate speculation there is certainly much activity, but the surplus money now in circulation seems chiefly to employ itself in purely gambling operations in the street, and in wasteful and extravagant expenditure on the part of those who still manage to keep out of prison and carry on their business.

Government securities stand firm and in good demand. These investments are so simple and so secure, so easily handled, controlled and disposed of, the interest is paid so promptly and conveniently, and they are so entirely beyond the reach of defalcations and rogues that it is no wonder they are universal favorites, and have in fact a preference over all other kinds.

Foreign exchange remains without much change. The amount of exports from this port for the week ending September 4 excluding specie was \$2,323,000.

The balance in the Sub-Treasury on Tuesday was still large viz., \$63,591,407 30.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Ohio 6s, 1881, 98½; Jersey City Water Loan, 94; Sixth Avenue R. R., 125; Morris and Essex R. R., 80; Stonington, 120; Central Coal, 54; Western Union Tel., 70; Brunswick Land Co., 8½; Union Trust Co., 99¾; 4th National Bank, 96; Merchants Bank, 109; Central Bank, 105½; Merchants Exchange Bank, 100; Continental Bank, 99; Irving Bank, 107; Metropolitan Bank, 116½; Park Bank, 140.

Philadelphia.—Allegheny Co. coupon, 5s, 78¾; Hestonville R. R. 17½; 13th and 15th streets R. R., 20; Union Canal, 1¼; Big Mt. Coal, 5½; New Creek, 1½; Hazleton Coal, 55; Keystone Zinc, 1¾; Lehigh Zinc, 30; Mechanics Bank, 28½; Commercial Bank, 42¼; Farmers and Mech. Bank, 118; Big Tank Oil, ¾; Curtin 2¾; Caldwell, 2½; Clinton, 1; Cow Creek, ½; Daltzell, 3¼; Duncard, ½; Empire, 1½; Feeder Dam, ¾; Franklin, 1¾; Gibson, ¾; Junction, 2½; Jersey Well, 1¼; McClintock, 1¾; Maple Shade, 6¾; Mingo, 2¼; Royal, ¾; St. Nicholas, 1¼; Sugar Valley, 1¼; Sugar Creek, 6½; Sherman, ¼; Tarr Home, 3¾; Upper Island, 1; Walnut Island, ¾. The latest quotations are: City 6s, 88@88; do., new, 91@91¼; State 5s, 90½@91; do., coupon, 92@93; do., 6s, W. L., 100@100½; Phila., Wil. and Balt., 65½; Reading, 53½@53¼; do., 6s, 1870, 94¼@95¼; do., bonds, 90@95; do., con., 110@110; Camden and Amboy, 126½@127; Penn R. R., 58@58½; do., 1st mort., 104@105; do., 2d mort., 101@103; Little Schuylkill R. R., 29½@30¼; Morris Canal, 80@85; do., pref., 120@120½; do., bonds, 93@94½; Wyoming Valley Canal, 53¼@54; do., 6s, 90@91; Susquehanna Canal, 9@10; do., 6s, 45@46; Sch. Nav., 24@26; do., pref., 34@34½; do., 6s, 1882, 79½@80; Union Canal bonds, 20@21; Delaware Div. Canal 30@30½; do., bonds, 90@90; Elmira and Williamsport, 28@32; do., pref., 46¾@47; do., 7s, 1873, 99½@100; do., Chatte 5s, 70@78; Long Island R. R. 6s, 85@86½; Lehigh Coal and Navigation, 59½@60; do., 1884, 94½@95; North Pennsylvania, 25@26½; do., 6s, 85@86; do., 10s, 112@112; Philadelphia and Erie, 22@25; do., 6s, 94@94½; Minehill, 56@56½; Catawissa, 14@14½; do.,

pref., 27¼@27¾; Lehigh Valley, 63¾@65; do., bonds, 92@95; Fifth and Sixth streets, (horse,) 43@45; Second and Third, 75@75; Race and Vine, 10@12; West Philadelphia, 66@70; Spruce and Pine, 22@25; Green and Coates, 33@33; Chestnut and Walnut, 49@49½; Arch, 18@18; Thirteenth and Fifteenth, 20@20; Girard College, 26@26; Tenth and Eleventh, 48½@49; Norristown, 57@57¾.

Boston.—Rutland and Burlington 2d mort., 23½; Vermont Central 2d mort., 32; Western R. R., 6s, 1875, 96; Ogdensburg and Lake Champlain R. R., 32¾; Worcester and Nashua R. R., 96¾; South Shore R. R., 5; Rhode Island 6s, 1882, 91¾; Boston 5s, gold, 1878, 97; do., 1884, 96; do., 6s, 1874, currency, 99½; Cambridge 5s, 1892, 96; Augusta 6s, 1870, 93¾; Boston Water Power Co., 31¾; Waverly Co., 2; East Boston Co., 10; Macomb Lead, 2; Massachusetts gold, 40c.; Merchants Bank, 110; National Bank, 98; State Bank, 107½; Market Bank, 102½; Suffolk Bank, 120; Pawner's Bank, 97¼; Bank of Republic, 112½; Albany and Boston Mining Co., 20; Bay State, 12¾; Boston, 1¼; Hancock, 9¾; Humbolt, 2¾; Hanover, 1; Mesnard, 2½; Native, 1; Phoenix, 13¼; South Side, 1½; Superior, 3½; St. Clair, 3; Toltec, 2.

Baltimore.—Maryland Mining Co., 0.65; Bare Hill, 2.15; Mineral Hill, 1.90; Copper Hill 2.10; Guilford, 0.50; Santa Clara, 18½; Penn. Oil, 0.60; Howard Bank, 8½; Farmers and Merchants Bank, 44½; Bank of Commerce, 25¼; Com. and Farmers Bank, 39½. The latest quotations are: Balt. and Ohio, 117@117¾; do., 6s, 1867, 98@99; do., 1875, 100@100; do., 1880, 100@101; do., 1885, 101@101¾; Northern Central, 44½@45; do., bonds, 1885, 85@88; N. W. Va. 1st mort., 98@98; do., 2d mort., 96@98; do., 3d mort., 20@20; do., guar., 95@98; Marietta and Cincinnati 7s, 1891, 85@87; Cen. Ohio 1st mort., 88@100; do., 3d mort., 85; do., 4th mort., 50@59; do., income 1857-'60, 34½@37¾; Western Md. bonds, 79@80; do., guar., 98@98½; Maryland 6s, coupon, 1870, 99@100; do., Ins., 100@101; 1890, 100@102; Baltimore 6s, 1870, 99@100; do., 1873, 99½@100; do., 1875, 101@101¼; do., 1886, 98½@101; do., 1890, 101½@101¾; do., coupon, 100@100; do., 5s, 1838-'70, 83@85; City Passenger R. R., 19¼@21¼; Canton Co., 38@39½; Gardner, 0.50@0.85; Gas Coal, 1.00@2.00; Maryland, 0.60@0.65; North State, 0.25@0.25; Springfield, 1.00@1.20; George's Creek, 106@115; Santa Clara, 17@18; Balt. Chrome, 1.30@1.75; Bare Hill, 2.05@2.10; Atlantic Coal, 0.95@1.10; Mineral Hill, 1.80@1.90; Baltimore Coal, 150@200; Laurel Cannel Coal and Oil Co., 4.00@4.20.

A letter to the *Tribune* from Brownsville, Texas, dated August 8th, says: "the railroad has now got as far as Boca Chica—that is about 5½ miles from Brazos—and there is an engine on the track to assist in construction. It will be the end of October before the road can reach Brownsville, for all the material has to be brought in transports from Mobile, and there are not many of the latter."

Mr. E. B. Phillips, the Superintendent of the Boston and Worcester Railroad, has resigned his position to accept the Presidency of the Michigan Southern and Northern Indiana railroad company.

Willamette Falls Canal Company.

This is a project somewhat adverse in its character to that we have spoken of in another column. We copy the following from a communication from a respectable source which speaks for itself:

"The business of the company is to construct and operate a steamboat canal around the falls at Oregon City, in the Willamette River. The canal will be about one-half mile in length, and made up of rock excavation for about 500 feet of the length and width of the canal, and at a point where the locks in the canal would be placed. The balance of the canal is simply and easily constructed by running a cobble rock, or cut stone wall from the head of the rapids to the head of the locks and forming a basin for that distance, a natural basin now existing. The wall to be constructed would be laid on solid rock, need not be more than eight feet in height to raise it above all floods, the opposing wall being a natural one of solid Basalt some twenty feet in height. I of course cannot give you a complete idea without the surveyors' maps and sections; but it having been surveyed by competent engineers, the cost at the extreme is \$300,000 in coin.

"The falls which it is proposed to pass, form an impassable barrier to navigation, being 30 feet of a perpendicular fall. The country drained by the river which this will open to navigation, embraces nearly all the agricultural land in the State, of which only about one-tenth is now under cultivation. From the steamboats plying on the river above the falls, and likewise from those connecting below, we make up the estimates of present income to the canal (if now finished,) and they may be relied on. The great Willamette Valley is rapidly filling up with enterprising farmers from the East, and it must be that the business on the river will be greatly increased.

"The canal company desire to borrow the means to build this canal. Everybody out here is running wild after gold and silver mines, and the people are yet poor, so that between the capitalists who think that gold and silver mines offer a better field, and those who loan their money at two per cent. per month, and the farmers who are yet too poor to invest in public works, there is no chance of getting the money here, on such terms as will enable the company to hold on to its valuable franchise. It will be observed here, that the company is organized under a general law which imposes no restrictions or limitations, not even that of common carrier, on our company, so that when our canal is finished we control the navigation of the river, and can add to the revenues of the canal the profits of transportation. (The steamboats have already netted this year, since January last, the sum of \$80,000 in gold, on a capital of about \$100,000 invested in boats.) We desire to borrow the money in New York to construct the work, either by sales of our coupon bonds or otherwise. The security we can give, is a stock subscription good for \$40,000, gold, a subsidy of \$25,000 per annum in gold, granted by the State for five years, to be then returned with interest, provided we finish the work by January, 1867, which we can do if we get the funds in season, and a mortgage on the work. We would not want the money faster than expended, receiving it in instalments. We would be willing to have

the work inspected by some disinterested and competent man, as the money is expended, and upon the condition that, we should not further draw if we did not conduct the construction and management properly. We can satisfy capitalists that our directory is competent and respectable and worthy of confidence. I enclose prospectus. It will require from \$300,000 to \$400,000 in greenbacks at present rates in this country. We are willing to pay 8 per cent. interest in gold, payable semi-annually, or ten per cent. in currency, in the same manner. We can of course supply all necessary references, papers, vouchers, maps, estimates, &c., that will be desired by capitalists."

The prospectus alluded to may be seen at this office. It contains estimates of the cost of construction and probable revenue, and some extracts from the by-laws which are stringent against contracts to be made by officers, require publication of the same, and forbid the transfer of stock until liabilities of the holder are first settled.

Central Railroad and Banking Company of Georgia.

A correspondent of the *N. Y. Herald*, writing from Savannah, under date of August 31st, says:

One of the greatest events of the season occurred yesterday—the running of the first train for passengers over the Central Railroad. The road has been completed and put in good running order for a distance of forty-five miles out, to station Four-and-a-half. To that point trains will now run regularly, leaving Savannah at half-past six o'clock each morning. From there passengers will be taken through to Waynesboro, fifty-one miles by stages, and thence to Augusta by train, the whole trip from Augusta occupying only twenty hours. Many thousand bales of cotton hitherto awaiting transportation will now come at once to market. A correspondent informs me that for days wagons loaded with cotton have been arriving at Station No. 4. As soon as the road is completed through to Waynesboro, which is promised before November, the corporation will do an immense freight business.

The work on the Gulf road is being rapidly pushed. We have communication already with the lower portion, which is in running order, by steamers which run regularly between here and Doctortown. The completion of this road will give us direct daily communication with Southern Georgia and with Florida.

The trade with Augusta, even before the opening of the Central road, had materially increased, and is constantly improving.

A communication to the *Tribune*, dated Matamoras, August 14th, says: "It is now settled that the new road to the coast is to run to a port named Carbonero, which lies at the mouth of the San Fernando River, about 45 miles to the south of the Rio Grande. The line of railroad will be about 70 miles long, and the road seems to me to be a set-off against our road from Brazos to Brownsville. I learn that the depth of water on the Bar of the San Fernando range from 8 to 12 feet."

Mr. Walker of Atlanta has been appointed superintendent of the Macon and Western Railroad. The Montgomery and West Point Road was completed on the 13th ult.

Col. Edmund Fontaine, President of the Virginia Central Railroad, has received a pardon from the President.

Col. Enos has been appointed Superintendent of the Nashville and Chattanooga Railroad by the company.

Railroad Earnings--Monthly.

The earnings of the Chicago and Rock Island Railroad Company for the month of August, 1865, were.....\$288,095 00
Corresponding month of previous year 307,874 00

Decrease \$19,779 00

The earnings of the Chicago and Northwestern Railroad in August 1865, were\$743,859 01
Same period last year..... 519,305 93

Increase\$224,053 08

The earnings of the Michigan Central Railroad for the month of August, 1865, were..\$413,501 21
Corresponding month of previous year 346,781 86

Increase.....\$66,719 85

The earnings of the Michigan Southern and Northern Indiana Railroad for the month of August, 1865, were\$424,206 00
Corresponding month of previous year 358,862 00

Increase.....\$65,344 00

The earnings of the Marietta and Cincinnati Railroad for the month of Aug., 1865..\$112,155 85
Corresponding month of previous year 90,972 33

Increase.....\$21,183 52

Railroad Earnings--Weekly.

The earnings of the Marietta and Cincinnati Railroad for the 4th week in August, 1865, were:

	1865.	1864.
Passengers	\$19,724 76	\$16,732 92
Freight	20,164 62	15,133 08
Mail, express & telegraph	1,582 72	1,127 05

Total.....\$41,472 10 \$32,993 05

Total this month to date..112,155 85 94,375 22

Total for the fiscal year commencing Jan. 1..\$765,264 03 \$588,295 95

The traffic of the Great Western Railroad for the week ending Sept. 1, 1865, was as follows:

Passengers	\$41,471 31
Freight and live stock.	31,339 91
Mails and sundries.....	1,882 88

Total\$74,693 60

Corresponding week of 1864 58,805 45

Increase.....\$15,888 15

The earnings of the Grand Trunk Railway for the week ending Aug. 28, 1865, (including the receipts of the Montreal & Lake Champlain and Buffalo & Lake Huron Railways) were:

Passengers	\$56,341 00
Express, freight, mails and sundries..	4,036 00
Freight and live stock.....	61,891 00

Total\$121,768 00

Corresponding week, 1864 107,510 00

Increase.....\$14,258 00

The earnings of the Chicago and Northwestern Railway for the fourth week in August, 1865, were.....\$291,176 89
Corresponding week of previous year. 197,590 48

Increase.....\$93,586 41

The earnings of the Chicago and Rock Island Railroad for the fourth week in August, 1865, were\$98,579 00
Corresponding week of previous year.. 98,972 00

Decrease.....\$383 00

The Detroit and Milwaukee Railroad traffic for the 4th week in August, was\$37,177 00
Corresponding week of previous year.. 38,089 00

Increase.....\$4,028 00

Journal of Railroad Law.

CORPORATION BONDS, WHERE PAYABLE.—WHEN INTEREST CEASES TO RUN.

The issue of railroad bonds having many years to run, without specifying a place of payment, is a practice that naturally involves some embarrassment in case the holder does not present them for payment when due, and the company does not wish to renew them. The following case is a very clear illustration of the law in such instances:

This was an action of covenant by Deborah Emlon against the Lehigh Coal and Navigation Company, in which the following special verdict was found by the jury:

"The defendants are an incorporated company, under the act of February 13th, 1822, and its supplements.

"The plaintiff on the 21st of April, 1840, lent to the defendants the sum of \$1,900, on the terms set forth in the following certificate:

No. 6798. \$1900

Lehigh Coal and Navigation Co. Loan.

This is to certify, that there is due from the "Lehigh Coal and Navigation Company," to Miss Deborah Emlon the sum of \$1900 payable to her, or her assigns at the expiration of fifteen years from the 1st day of October, 1838, and bearing interest at the rate of 6 per cent. per annum, payable quarterly yearly, viz., on the 1st day of January, April, July and October of each and every year; this amount being borrowed in pursuance of authority granted by the stockholders, and for the punctual payment of which the company is hereby pledged.

Transferable at the company's office only.

Witness the corporate seal of the company, and the signature of the President and Secretary affixed at Philadelphia the 21st day of April, 1840.

By order of the Board of Managers.
Joseph Watson, President.

Signed
Edwin Walter, Secretary.

On the 12th October, 1861, the defendants paid to William S. Vaux, the Attorney in fact of the plaintiff under a written power of Attorney, executed at London, September, 1861, the principal of said loan.

"That on the 3d December, 1862, defendants paid to said Vaux, Attorney as aforesaid, the arrears of interest on said loan down to October 1st, 1853.

"That said payments were made without prejudice to either party.

"That the plaintiff on the 1st of October, 1853, was absent from the United States, being somewhere in the central part of Europe, and had been absent from the United States for several years previously, and had no fixed residence in Europe.

"That the loan above referred to was made by the plaintiff through the said William S. Vaux, as her representative.

"That the said Vaux down to and on the 5th of January, 1842, had received from defendants interest on the said loan under a power of Attorney, theretofore given by the plaintiff to one Bartholomew Wistar, which contained a power of

substitution, and the said Vaux having been substituted for the said Wistar thereunder.

"That the said Wistar died in or about the year 1842.

"That subsequently thereto, and prior to October 12th, 1861, the said Vaux demanded at the office of the defendant interest on said loan, which had become in arrear since the prior payments thereof, which demand was refused on the ground that the said Vaux had no power of Attorney.

"That said defendants, on and at all times after October 1st, 1851, had in bank cash to their credit sufficient to pay the loan to said plaintiff, principal and interest and all other accruing and payable debts of the said company, but the said defendants did not keep the principal of said loan, or the interest thereof, separate and apart from the rest of their funds.

"That the said company had a known office at No. 122 South Second street in the city of Philadelphia, when the said loan was created, and prior thereto and constantly thereafter, at which office all payments on their account were made by their officers.

"That on the 15th September, 1853, the following notice was published in the city of Philadelphia, to wit:

"OFFICE OF THE LEHIGH COAL AND NAVIGATION Co., Philadelphia, September 15th, 1853.

"Notice is hereby given that the certificates of the Lehigh Coal Navigation Company Loan, falling due on the 1st of October next, will then be paid on presentation of said certificates at this office; and notice is also given, that the interest on all certificates so falling due, will cease on the 1st of October aforesaid.

"By order of the Board of Managers,
Otis Ammedon, Treasurer."

"That no personal notice was communicated to plaintiff of the contents of said published notice.

"That no demand was made by the plaintiff upon the defendants for payment of principal or interest of said loan other than as hereinbefore set forth.

"That no payments on account of said loan have been made to the plaintiff by said defendants, other than as hereinbefore set forth."

On these facts the learned judge, before whom the case was tried, (Stroud, J.) delivered the following opinion:

"The defendant corporation did not set apart, or in any way retain money specifically to pay either the principal of the loan by the plaintiff to the corporation, or the interest which is claimed. All that is found by the special verdict is, 'that the said defendants on, and at all times after October 1st, 1853, had in bank cash to their credit sufficient to pay the loan of said plaintiff, principal and interest, and all other accruing and payable debts of the said company, but that the said defendants did not keep the principal of said loan, or the interest thereof separate and apart from the rest of the funds.'

"This is nothing more than could be said of any debtor of large means in respect to his business affairs. Money thus placed and kept in bank is entirely subject to the control of the depositor, may be drawn upon by him at pleasure, and constitute the source of general credit. It might also be attached in the custody of the bank to answer any claim or judgment against the com-

Lehigh Coal and Navigation Company Loan.

Incorporated February 13th, 1822.

pany, whether that judgment had been recovered upon a contract, or on account of negligence or torts. All that the special verdict finds is that the company 'had in bank cash to their credit sufficient to pay the loan of said plaintiff, and all other accruing and payable debts of the said company.' They had no provision for the great risks to which they are continually exposed, of a destruction of their dams and canal, by which they had been brought to the brink of insolvency again and again, nor for the heavy verdicts which are often visited upon corporations for injuries to others through the negligence of their numerous officials and other agents.

"Nothing short of a setting apart specifically, for the benefit of their debtor, so as to be entirely beyond their own control, or subject, under any contingency for their debts or other liabilities, ought to exempt them from a charge for interest accruing upon loan.

"Nothing short of this would satisfy the requirements of the law on the subject of tender, which is referred to by the Court in *Miller vs. Bank of Orleans*, 5 Whart., 503 and 505 as a proper test on a question like the present.

"*Fasholt vs. Reed*, 16, S. & R., 266, and *Commonwealth vs. Crever*, 3 Binn, 121, which are cited by the Court in *Miller vs. Bank of Orleans*; *Troubat vs. Hunter*, 5 Rawle, 257, *Martin vs. Schaeffer*, 9, S. & R., 263; and *Hummel vs. Brown*, 24 P. S. R., 310, are authorities on the same point."

The opinion of the Court was delivered, March 28th, 1864, by READ, J.—The general rule in this state is, that all debts draw interest, the legal rate of which, for one hundred and forty-one years, has been six per cent. This moderate and uniform rate has arisen in a great measure from our short and inexpensive proceedings in the case of mortgages, which securities have formed a permanent standard for other money contracts. There are, however, exceptions to the general rule as in the case of banks, who are the debtors of their depositors, and of trustees who have not failed in the discharge of their trusts. And we must undoubtedly add the cases which the United States and the several States have been prepared to pay their landholders when their loan fell due, of which it is their practice to notify their creditors beforehand. It is true that these Governments cannot be sued except by their own consent, and can therefore impose terms upon their creditors; but this is not the only reason, for it is obvious that they cannot go round the world searching for the individuals to whom they owe money. The result is that these debts are payable at a fixed and known place of payment and at a known period, at which time and place the loanholder is to present his evidence of debt and receive payment. Whether he does or not interest stops from that moment.

Within the present century large loans have been effected by great municipalities, and by canal and railroad companies of large capital, which are assimilated in amount and extent to at least the loans by the State Governments. The city of Philadelphia has a funded debt of nearly twenty-five millions of dollars, and the Pennsylvania Railroad Company has home mortgage debts of over seven million five hundred thousand dollars. Both these large corporations have their known officers in the city of Philadelphia, and

the only real difference between their situation and that of a State Government is, that they can be sued. The same rule might therefore be properly applied to them with perhaps the proper condition that they should be able to show that they always had on hand a sum sufficient to pay the principal and any interest that may be due. In the present case the defendants are one of those large canal and railroad companies, whose office and place of business have always been in the city of Philadelphia, and they had in bank, when the bond of the plaintiff fell due, and at all times afterwards, cash to their credit sufficient to pay the loan to the plaintiff, principal and interest and all other accruing and payable debts of the company, but they did not keep the principal of said loan or the interest thereof, separate and apart from the rest of their funds. The plaintiff's bond was dated 21st of April, 1840, for \$1900, payable on 1st of October, 1853, with six per cent. interest payable quarterly. No interest was paid from 1842, when her Attorney in fact, Mr. Wistar, died. The plaintiff having no fixed residence, and having no person here authorized to act as agent until by power of Attorney, executed in London in September, 1861, she appointed Wm. S. Vaux her Attorney in fact, who received the principal on the 12th October, 1861, and their arrears of interest up to 1st October, 1853, on the 3d of December, 1862.

On the 15th of September, 1853, the defendants published a notice in the newspapers of Philadelphia, that the certificates of the company falling due on the 1st of October, 1853, would be paid on presentation of said certificates at their office, and also that the interest on all certificates so falling due would cease on the 1st of October aforesaid.

The company were not bound to seek their creditors in a foreign country, (Co. Litt., 210 b.) and the only difference between us and the Court below is, that we think it was not necessary for the defendants to set apart specifically for the benefit of their debtor, so as to be entirely beyond their own control, or subject under any contingency for their debts or other liabilities, a sum sufficient to cover the debt principal and interest. We are of opinion that the company did not show their willingness and ample ability to pay the debt at all times, and that it was the negligence of the plaintiff only, which prevented her receiving it when it fell due. In *Miller vs. The Bank of Orleans*, 5 Whart., 503, if it had been shown that the acceptors always had in bank a sum sufficient to pay their acceptances, although the balance to their credit was always being used for the general purposes of the business, they would not been held liable to pay interest on it.

Judgment reversed, and judgment entered on the special verdict for defendant.

Mississippi Central Railroad.

The force now employed on the Mississippi Central Railroad, between Holly Springs and Grand Junction, will have completed their work on that section within a week, and immediately afterward the united forces will be brought to operate upon the north section of the road, extending from Grand Junction to Jackson, with the view of pushing the work through with as little delay as possible. Within the space of three or four weeks, it is thought, all necessary repairs

will be completed, and the road in good order, and in operation the entire length.

Lebanon and Pinegrove Railroad.

The surveys for this road have been completed, and the work will soon be put under contract, with a view to its early completion. The length of the road located from Pinegrove to Lebanon is about twenty-three miles, with a maximum grade not exceeding thirty feet in the mile, against the coal trade, encountered in mounting over the gravel ridge through which the Union canal passes in a tunnel.

The Blue Mountain which is between Lebanon and Pinegrove, is cut to its base by the Swatara creek, through which gap the railroad will pass.

The North Lebanon railroad was built to carry iron ore from the Cornwall Hills to Lebanon, and the Pinegrove road will be built to carry anthracite coal to Lebanon, thereby giving Lebanon great advantages for the manufacture of pig iron, by reason of its proximity to ore and coal. And when the railroad surveyed from Carlisle to the South Mountain Iron Company's vast deposit of hematite ores shall have been completed, those ores will be mixed with the magnetic ores of Cornwall, just as iron ores of New Jersey are carried into the Lehigh Valley for admixture with Lehigh ores.

Lebanon is a most favorable point for the manufacture of pig iron, and must become a place distinguished as well for the quantity and quality as for the cheapness of its pig metal; for Lebanon is near anthracite mines, is close to mountains of magnetic ores, is convenient to richest hematites, and is in the lap of a limestone valley of unrivaled rural beauty and agricultural productiveness.

Railroads in Virginia.

The Superintendent of Construction of the Orange and Alexandria Railroad says the road to Lynchburg is now in full working order for freight as well as for passenger trains, and that the route from Lynchburg via Gordonsville is the only one by rail from the former place to Richmond.

Communication by rail is now complete to Staunton and to Lynchburg, and beyond Lynchburg to Bristol, in Southwestern Virginia or East Tennessee.

In a few weeks the road beyond Bristol will be finished, when the railroad communication will be complete to New-Orleans.

Troy and Greenfield Railroad.

The following gentlemen have been elected directors for the ensuing year: Alvah Crocker, Fitchburg; Harry Arnold, North Adams; George Grinnell, Greenfield; Otis T. Ruggles, Fitchburg; James Cheever, Geo. P. Sanger, Levi Rice, Otis Clapp and F. H. Forbes. The Board was subsequently organized by the choice of Hon. Alvah Crocker, President and W. T. Davis, Secretary and Treasurer.

The work on the Allegheny Valley Railroad, between Kittanning and the mouth of Mahoning, is progressing briskly, and will be completed in a few weeks. The survey of the entire route of the road has been completed.

The survey now being made for the railroad between Clearfield and Phillipsburg has established the fact that the summit will be surmounted at an elevation of seventy-five feet to the mile—thus making the grade much lighter than was generally anticipated.

Texas Indemnity Bonds.

The Secretary of the Treasury is now paying the Texas indemnity bonds, so called, which were issued by the United States to the State of Texas under the act of Sept. 9, 1850, when such bonds are presented by loyal holders, with evidence that they have passed through the hands of loyal citizens only.

The public debt of Russia amounts to about \$1,450,000,000, one-half of which is non-consolidated, two-thirds of the latter portion being paper money and one-third consisting of Treasury bills and other bonds bearing interest. The annual revenue of the country is nearly two hundred and thirteen millions of dollars.

The interest of the City of Baltimore in the Northern Central Railroad Company was sold on the 1st inst., for \$881,000. It is understood that the Northern Central Railroad Company were the purchasers.

A steam street car with a dummy engine is in successful operation at St. Louis, making an average speed of fifteen miles an hour and running without noise or smoke.

Major Thomas Coloway has been appointed President of the East Tennessee and Georgia Railroad, and H. H. Talmadge has been appointed Superintendent.

The Cape Breton News says that the capital stock of the Marine Railway Company at North Sydney has been subscribed in full. It is in contemplation to construct two slips at a cost of fifty thousand dollars.

Natural Lubricating Oil
FROM THE
HICKORY FARM OIL CO'S
NEW WELL, NO. 2,
ON WEST HICKORY CREEK,
VENANGO COUNTY, PA.

This company are now receiving oil from the above well, of which they are exclusive owners, and are prepared to fill orders for delivery at this port or at the well. The oil is of a specific gravity of 32 degrees Beaume, and has been pronounced, by all who have tested it, the best lubricator in the market. Orders from railroad companies, jobbers and large manufacturers are solicited, and will receive prompt attention. Parties can at all times rely on a pure and uniform article. Office of the Company, No. 92 Maiden Lane, New York. Sm-27

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BANKERS and BROKERS,
(GLOBE BUILDINGS)
61 & 66 BROADWAY, near Wall Street,
AND 17 & 19 NEW STREET, NEW YORK.

GOVERNMENT SECURITIES, STOCKS, AND BONDS, Bought and Sold at the Board of Brokers. Interest allowed on Deposits. Petroleum and Mining Stocks receive special attention.

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BANKERS and BROKERS
14 PINE STREET,
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Dealers in Stocks, Bonds, and Government Securities on Commission only.
BARTHOLOMEW SKAATS, GIDEON SKAATS.

TODD & RAFFERTY, E. A. & S. W. HOPKINS,
Engineers & Machinists,
Manufacturers' Agents

MANUFACTURERS OF

STATIONARY AND PORTABLE
STEAM ENGINES and BOILERS.

Flax, Hemp, Tow, Oakum and Rope Machinery;
Lathes, Planers, Drills, Slotting and Shaping
Machines, and all Machinist's Tools; also
Wood Working Machinery of all kinds.
Mill Gearing, Shafting, &c. Iron
and Brass Castings, and Gen-
eral Machinery Merchants.

Works at Paterson, N. J.
Warehouse, No. 4 Dey St., New York.
RAILROAD AND MANUFACTURERS'
SUPPLIES.

New and Second Hand Machinery Constantly on Hand.

MERRITT, WALCOTT & CO.
No. 64 Courtlandt Street,
NEW YORK,
AND
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Railroad, Steamship and Telegraph
SUPPLIES
OF EVERY DESCRIPTION.

Locomotives, Car Wheels, Axles, Oil, Tallow, Waste,
Packing, Belting and Hose, Telegraph Wire and Instru-
ments.
Lathes, Planers, Punches, Shears, Steam Pumps and
Gauges, Bolts, Nuts, Washers, &c., &c.
AGENTS IN BALTIMORE—**M. T. DAVIDSON & CO.,**
No. 4 Light St. Wharf.
" **RICHMOND—HASKINS & BRIDGFORD.**

THE
Norris Locomotive Works

ARE prepared to contract to build for early delivery,
A Freight or Passenger Locomotives of the design and
celebrated coal burning boiler of Mr. JAMES MILL-
HOLLAND, Engineer, &c., of Philadelphia and Reading
Railroad Company.

NORRIS BROTHERS,
LANCASTER, PA.

W. & S. BUTCHER,
SHEFFIELD, ENGLAND,
No. 54 Beekman St., New York.

Have received by recent importations a full assortment
of BUTCHER'S CAST STEEL FILES. Also, WM
GOODLAD'S CAST-STEEL FILES. 6m-22

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OF THE CITY OF NEW YORK.
650 BROADWAY,
United States Depositary and Fiscal Agent.

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This Bank invites City and Country accounts, offering
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Collections made on all points of the United States and
Canada.
Orders for the purchase or sale of the various issues of
Government and other Bonds, Stocks, and Gold, will be
carefully executed for our Correspondents.

FOR THE SALE OF
RAILROAD IRON,
Chairs,
Spikes,
Locomotives,
AND **Cars.**
70 BEAVER STREET,
NEW YORK.

BENJ. H. LATROBE & C. H. LATROBE,
CIVIL ENGINEERS,

HAVE opened an office in Baltimore, in the LAW
BUILDING, St. Paul street front, and may be consult-
ed or employed in the Location and Construction of Rail-
ways and other Roads and their incidental works through-
out the United States. Also, the survey of Estates, Water
Powers, &c., and will receive a limited number of Pupils
for instruction in their Profession. Sm-33

PROPOSALS FOR
\$1,000,000
GEORGIA CENTRAL R. R.
AND
BANKING COMPANY
First Mortgage Seven Per Cent. Bonds,
OF \$1,000 EACH,
REDEEMABLE IN TEN YEARS,
WITH COUPONS PAYABLE IN NEW YORK
1st March and September.

These Bonds are secured by a 1st Mortgage to MOSES
TAYLOR and JAMES ROBB, Trustees, upon the Rail-
road of the Company from Savannah to Macon, Georgia,
(190 miles). The Trustees' deed has been made under
the advice and direction of SAMUEL J. TILDEN, Esq.
The proceeds of the Bonds are required to repair dam-
ages to the Railroad sustained by the late invasion of
Georgia.

The Georgia Central Railroad and Banking Company
constructed its railroad without contracting any bonded
debt, and its capital account, represented by shares,
amounts to \$1,666,800, upon which, for several years pre-
ceding the war, its dividends were large, and, in 1860,
amounted to 26 per cent. It possesses valuable assets,
consisting of bonds and stocks in other Railroad Corpora-
tions for over One Million of Dollars, all of which are ex-
pected to prove good with a few years of peace.

The Georgia Central Railroad, connecting at Millen and
Macon with the entire system of railways in Georgia, the
South Atlantic and Southwestern States, is certain to com-
mand a traffic of value and importance; and it is not
doubted that the active and enterprising people of Georgia
will promptly accept the new state of affairs, and at an
early day recover the prosperity lost by war.

We commend these bonds to the public as a safe and
reliable security, and proposals will be received for the
whole or any part thereof until the 10th day of Septem-
ber, when the bonds will be ready for delivery, or at any
time thereafter within thirty days, at the option of the
bidder, on a deposit of ten per cent.

The right to reject any or all of the bids is reserved, but
if any bid be accepted all bonds bid for at a higher rate
shall be awarded to the bidders at the rate of the lowest
bid accepted.

The bonds will be coupon, with the right of registration,
or, by surrender of the coupons, made transferable on the
books of the Company, at the pleasure of the holders.

Parties making proposals are requested to address us
in writing, and state the amount of bonds desired.

WINSLOW, LANIER & CO., Bankers,
31-35 62 Wall street.

Car Covering or Roofing.

KINGMAN'S CEMENT WITH HEAVY CAN-
VASS, used by many roads as a substitute for Car
Duck. **WILLIAMS & PAGE, Boston.**
July 19th, 1885.

HUDSON RIVER CEMENT COMPANY.

THIS Company is now prepared to furnish at the shortest
notice, on the most favorable terms, **HYDRAULIC**
ROSENDALE CEMENT, NOVA SCOTIA CAL-
CINED PLASTER, FARMERS' PLASTER,
and **MARBLE DUST**, all of full weight, and of a fine
and superior quality.

This Cement is manufactured by the Company from a super-
ior selected quality of Cement Stone, from its extensive Quar-
ries at Rosendale, Ulster Co. N. Y., and has been very exten-
sively used during the past 14 years in the construction of
RESERVOIRS, CISTERNS, TANKS, BATHS, CELLARS,
VAULTS, etc. and for a variety of purposes "under water,"
such as **DOCKS, BRIDGES, MILL-DAMS, FOUNDATIONS**
and **BREAKWATERS**. It is largely used for any sort of dry
concrete and Underwater Works. Where strong
work is needed, or dampness to be excluded, this Cement is
unrivalled. It has the unqualified approbation of the most
eminent **ARCHITECTS, ENGINEERS, CONTRACTORS**
and **BUILDERS in AMERICA**, being used in most every
department of the **Works under Government**.

It is put up, for shipping purposes, in tight, well-made, and
thoroughly papered barrels—each barrel containing 300
lbs. of Cement—and shipped direct from the works at **Jen-**
sey City, N. J. (opposite the City of New York), at all
seasons of the year, thus avoiding all unnecessary handling.

The better condition, therefore, in which its articles are
received by purchasers makes it an object for them to purchase
its **Hydraulic Rosendale Cement, Calcinced Plaster, Farmers'**
Plaster, and Marble Dust; and which, if used by persons of ex-
perience, never fail to give entire satisfaction. Orders, how-
ever extensive they may be, are respectfully solicited from
Dealers, Contractors, Railroad Companies, Masons and others.

Please address **Hudson River Cement Company,**
Jersey City, N. J., or **J. H. BUTTS, Secretary.**
N. B.—Freights obtained by good vessels on the best terms
and Insurance when required.

J. B. JAMES' Rosendale Cement Works,

MANUFACTURE a superior quality of **ROSENDALE**
HYDRAULIC CEMENT. Address

J. B. JAMES,
29 Cedar Street, New York.

NEW YORK Accidental Insurance Co.,

No. 141 Broadway, New York,
FOR INSURING AGAINST ACCIDENTS of all KINDS.

CAPITAL, - - - - \$250,000.

PRESIDENT: WILLIAM A. BAYLEY.
SECRETARY: EDWARD GREENE.

SIMEON BALDWIN, Chairman Executive Committee,
EDWARD W. LAMBERT, M. D., Consulting Physician
HENRY A. BILLS, General Agent.

The business of this company is the insuring against
accidents of all kinds, whether by travelling or otherwise.

Annual premium on \$10,000, without compensation, \$30;
with compensation of \$50 per week in case of injury, \$50.
Smaller amounts insured at corresponding rates.

A person insured against death only, secures to his
family the sum for which he insures if he is killed, pro-
vided the death occurs within three months from date of
the injury.

IF AGAINST DEATH WITH COMPENSATION
the injured secures the amount for which he insures to
his family in the event of death; and in case of personal
injury the amount stipulated until he is able to attend to
his affairs, or until twenty-six weeks.

GENERAL ACCIDENTS.

Include the Travelling Risk, and also all forms of Dislo-
cations, Broken Bones, Sprains, Bruises, Cuts, Gunshot
Wounds, Burns and Scalds, Bites of Dogs, Assaults by
Burglars, Robbers or Murderers—the action of Lightning
or Sun-Stroke, the effects of Explosions, Floods and Suffo-
cation by Drowning or Choking; where such Acciden-
tal Injury is the cause of Death within three months of
the happening of the injury, or of total disability to fol-
low his usual avocations.

INDUCEMENTS:

The rates of premium are very low.
No MEDICAL EXAMINATION is Required, and those who
have been rejected by Life Companies in consequence of
hereditary or other diseases can effect insurance in this
Company at a very small cost.

No better or more satisfactory use can be made of so
small a sum.

IMPROVED LOW Pressure Steam Warming

AND

Ventilating Apparatus.

WYLLYS H. WARNER,

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HILLS & WARNER,

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The first and only Low Pressure Steam Heating Ap-
paratus with OPEN BOILER ever used for warming and ven-
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Public and Private Buildings,

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Buy and sell UNITED STATES SECURITIES
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SPECIE bought and sold at best rates.

FOUR PER CENT INTEREST ALLOWED
ON DEPOSITS which may be withdrawn without
notice, as with the City Banks.

DRAFTS ON LONDON for £1 and upwards.

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N. Y. The Forty-Second ANNUAL Session of this
well-known SCHOOL OF ENGINEERING and NATURAL SCI-
ENCE, will commence SEPT. 13th, 1885. The NEW ANNUAL
REGISTER, giving full information, may be obtained at D.
APPLETON'S Bookstore, New York, or from
Prof. CHARLES DROWNE, Director, Troy, N. Y.

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AND

SILVER ORE REDUCING COMPANY,

Assignees of the newly-patented process for the cheap
reduction of Rock and Ores without Machinery.

Organized under the laws of the State of New York.

CAPITAL, - - - - \$5,000,000.

50,000 Shares of \$100 Each.

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Int. Revenue, now Mem. Congress from Mass.

Hon. LUCIEN BIRDSEYE, No. 170 Broadway, N. Y.
Hon. JAMES W. NYE, U. S. Senator from Nevada.

The Company offer 10,000 shares of their stock for work-
ing capital at \$50 per share, par value \$100; and also their
royalties for sale to miners.

Particulars given at the office of the Company, No. 64
Broadway. Prospectus sent by addressing
3m-24 **A. G. COOK, Secretary.**

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NEW EDITION, JUST ISSUED,

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To Railroad Companies or Contractors.

THE Advertiser has several Steam Excavators, with
Cars, and all the material adapted for speedily exe-
cuting heavy excavations, filling of trustle work, or load-
ing trains with material for gravelling.

Any persons having such work to do will please ad-
dress, with particulars, Box 266, Clinton, Mass. 6m-36

Jo C. Clayton,

Attorney at Law, Advocate in Patent Cases.

Established 1854, Washington, D. C.

NATIONAL LIFE

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Travelers' Insurance Co.

OF NEW YORK.

Office, No. 243 BROADWAY.

AUTHORIZED CAPITAL.....\$500,000

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Are issued on the Mutual plan. All the Profits in this
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Loan of one third of the amount of premiums will be
made; also, thirty days grace given in payment of pre-
miums.

GENERAL ACCIDENT POLICIES

Are granted covering Accidents of all descriptions, in-
cluding the travelers' risk. If issued

Without Compensation,

They provide for death, if caused by accident; but in case
of injury only, the insured receives no compensation. If
granted

With Compensation,

The full amount assured is payable to the family in case
of death caused by accident and occurring within three
months from the date of injury. Or, in case of injury
causing disability, the insured receives a weekly compen-
sation until he is able to attend to his business, such time
not to exceed twenty-six weeks. The policy covers all
forms of Dislocations, Broken Bones, Sprains, Bruises,
Cuts, Gunshot Wounds, Burns and Scalds, Bites of Dogs,
Assaults by Burglars, Robbers or Murderers, the action
of Lightning or Sun-Stroke, the effects of Explosions,
Floods and Suffocation, by Drowning or Choking, and all
other kinds of accidents.

Ten Dollars

Secures a general Accident Policy for

Two Thousand Dollars,

With a Weekly Compensation of

Ten Dollars.

TRAVELERS' INSURANCE TICKETS

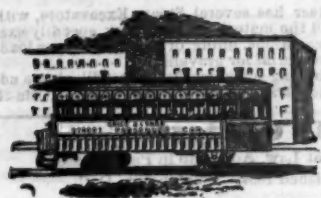
For any length of time, from one day to twelve months,
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MARINE RISKS AND SPECIAL VOYAGES.

Policies are granted insuring against death by accident
while sailing in steamer or sailing vessels, also for special
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PATENTEES OF STEAM PASSENGER CARS.
FOR STREET AND OTHER RAILROADS,

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BUILDERS OF ALL DESCRIPTIONS OF CARS.

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The attention of all interested in Railroads is invited to our Steam Cars for city or other Railroads. Their economy, durability, and efficiency commend them to all who have them in use, or witnessed their operation. They are now being introduced on Street and Suburban Roads in and adjacent to the principal cities; also on Tributary Roads. With minimum weight and expense they have maximum power and capacity, and are free from noise and smoke. They can ascend the steepest grades, and turn the shortest curves with facility.

We are also prepared to execute orders for all other descriptions of Cars. Circulars with detailed information will be furnished on application.

SHEFFIELD STEEL WORKS,
ESTABLISHED IN 1848.

SINGER, NIMICK & CO.,
PITTSBURGH, PA.,

MANUFACTURERS OF ALL KINDS OF STEEL
Best Refined Tool Cast Steel,
LOCOMOTIVE AND CAR SPRINGS,
RAILROAD SPRING AND FROG STEEL,
MACHINERY, PLOW, BLISTER AND
SAW STEEL.

SICKLE, SHOVEL, FILE, HOE, FORK AND RAKE STEEL;
MOWER BARS, CROW BARS,
CRANK PINS, PISTON RODS.
Springs, Axles and Steel Tires, &c.

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SHAW & JUSTICE'S
MERCURIAL RESERVOIR PRESSURE GAUGE,

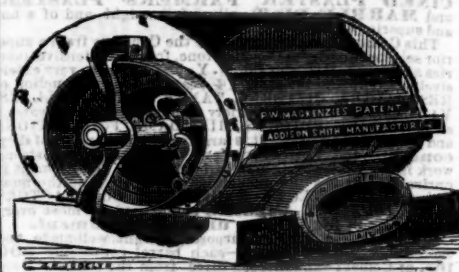
Possesses the following Advantages over other Steam Gauges:

- 1st. It measures Pressure by the ONLY TRUE TEST, viz: THE WEIGHT OF MERCURY;
- 2nd. No changes of temperature effect its truthful registry;
- 3rd. If injured seriously, the mercury falls and the instrument ceases to act; WHILE MOST OTHER GAUGES ARE EQUALLY SENSITIVE WHEN WRONG AS WHEN RIGHT—thus deceiving the Engineer when he has most need of a monitor;
- 4th. It is COMPACT, DURABLE and CHEAP. If broken it is easily repaired and at small cost;
- 5th. It has received the highest testimonials from some of the best Engineers and Railroad men in the United States, and is in use on many of the leading Railroads and in a large number of the Manufactories of this country.

Manufactured solely by the Patentee,

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SMITH & SAYRE;
PROPRIETORS AND MANUFACTURERS OF THE
MACKENZIE PATENT
BLOWER & CUPOLA,
PATENT
GAS EXHAUSTOR
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THIS Blower is a Force Blast Machine, compact, durable and requires only one-third the power necessary to drive a Fan Blower. For all purposes where a pressure of Blast is required they are quite equal to cylinders, and can be driven with one-third the power, while their cost is trifling in comparison. We manufacture these Blowers and Cupolas to melt from 1 to 15 tons Iron per hour. They will save one-quarter to one-half the time required by the old style Cupola, and from 25 to 33 per cent. of coal. Address

SMITH & SAYRE, &
458 Broadway, N. Y.

WINANS' INCRUSTATION POWDER.

ONE to two pounds a week will prevent scale, and insure a clean boiler; six to ten pounds will remove old deposit, and without causing leaks. Positively no injury from its use, and no foaming, as has been proved by four years' test. Cost 25 to 40 cents a week, which is amply repaid in saving of fuel. Every one-sixteenth of this non-conducting stone lining, or scale, requires 14.7 per cent. extra heat to generate steam, and injures the iron proportionately, say from 8 to 25 per cent., to go to repair account. JAMES MILHOLLAND, Reading R. R., has used it in over 100 engines.

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OFFICE BELVIDERE DELA. R. R. Co.,
Lambertville, N. J., April, 1893.
Mr. H. N. WINANS: We have used your Powder for 18 months past, and I can detect no injurious effects, either to our Boilers or Engines. I have no apprehension of its doing injury, or I would not continue to use it, as I could do without it, but find the Locomotives steam better, consequently save fuel. It keeps our boilers tight, and does not foam, the fires and plates are clean and smooth, and I can detect no corrosion. N. S. Congdon, M.M.

Prince's Metallic Paint,
AN INDESTRUCTIBLE COATING
FOR
IRON, TIN AND WOOD.

It consists of seven-eighths parts Oxide of Iron, and twenty-eight parts Cement Lime Stone in the one hundred pounds.

It has much more body than red or white lead. It is warranted perfectly water and fire-proof and to withstand a greater heat on metals, without scaling, than any other paint in use.

It is a perfect cover for all kinds of iron, tin or wood, work, out-houses and canvas coverings. It prevents and arrests the corrosion of metals, and is not affected by the action of salt, gases, acids or ammonia.

As a coating for patterns of iron or wood, when mixed with shellac, it is much superior to beeswax, oil, or shellac alone as has been proven at the largest foundries in the country.

For patching boilers and making joints, it is considered superior to red lead, or any other preparation.

For cleaning metals it takes the place of crocus, rouge and emery, being better and cheaper.

This Paint requires no more oil than dry lead or zinc, and much less than the ordinary mineral paints. It is free from any waste, and possesses a spreading and covering power unequalled.

TERMS.

By the Barrel or Half Barrel, } FIVE CENTS
per pound.

A liberal discount made to parties purchasing by the ton. A Barrel or Ton will be forwarded to any Railroad companies desirous of testing its qualities, for which there will be no charge if it does not give entire satisfaction. Also, Prince's Imperial Black Paint, and Prince's Protoxide of Iron.

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